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AMERICAN NOTES

1881

AMERICAN NOTES

1881

BY

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P R E F A C E.

THE following letters appeared in the pages of the 'Edinburgh Courant' shortly after my return in August 1881. They were intended to give a general idea of the country through which I passed—its value and productions, as they struck me when on the journey. Many things appeared to me curious at the time, but they became latterly of no moment, such as the procuring tickets from shops in all parts of a town and not at the railway stations. The railway ticket itself became a curiosity, and the fare frequently paid was partly refunded at the termination of the journey. I also was taught by experience not to purchase tickets at shops, or of touters, called "scalpers," as they frequently were of less value than expected, and led me, when in Canada with such a ticket, into trouble with the conductor.

The hotels, I expected, would not receive me kindly; and at first I did think so. But this, I found, was not

the case, the seeming discourtesy arising from the clerk having many applicants at the same moment for bedrooms, and it being beyond his power to answer all questions in a few minutes. By quietly waiting for my turn, I found the clerk civil, yea, even polite and obliging; and by delay I was only once disappointed, and that but for a short time, a bedroom being at hand in another hotel. Again, I found the procuring checks for the luggage troublesome, and attended with much running about; but this was soon arranged by going twenty minutes earlier to a station than necessary, procuring the ticket first, and presenting it with my baggage—the same was at once taken in charge by the railway official and a check for it given.

Railway porters do not carry your traps as in Britain, but expect you to do without their assistance. This arises from the luggage having been passed to the luggage department before entering the station or carriages; and you are expected to have none with you, or at least only a hand-bag, coat, or umbrella, and not to require the assistance of a porter for such.

The sanitary arrangements at stations are capable of much improvement. You dine in a room, of course a large one, and at the end of the same room wash your hands, or comb your hair, or get shaved or shampooed, or have your boots blacked, or have other duties performed not in general use in Great Britain, or even in Ireland.

It is, however, a new country, and will improve in such matters.

I only once travelled at night, and will not readily do so again. . The cars have a choky feeling not quickly forgot ; and although I may from necessity have again to use them, I am not singular in saying they give little rest and much shaking. This travelling in daytime only, and for comparatively short distances, gave me many opportunities of seeing the country, and of conversing with travellers and others, who gave me much useful information. Commercial travellers are a most numerous race, and gave information very readily indeed ; but such had to be sifted, riddled, and frequently set aside, being of no value to me. The guards or conductors introduced me to residents upon the various lines of railway, and to those resident gentlemen I give my best thanks. All information received from such was of real value, and stood the test of examination.

In all railway carriages there is provided iced water, which is free to every one. It is well for a traveller to have a mug or cup of his own ; also, should the weather be warm, a few lemons to mix with the water. Lemons are very cheap and good. Dinner is frequently served in the cars. You may as well try to take it on board a very small boat, in a good gale of wind, in the Atlantic. Have a few sandwiches, and delay your eating until the cars arrive at a destination.

I did not find the whole population residing in hotels, as expected ; only those who were travelling, or had no houses of their own, or from such other reasonable cause found hotel-life preferable to a house of their own. The private life of an American is very nearly the same as that of ordinary residents in this country ; and he has the same wish for home, wife, or child as those in other lands — no man doing without a house and using a boarding-house but such as were unsettled in their occupation, or liable to be called to another city. Of course, such would in any country have to be in hotels or boarding-houses.

Hotel-charges are very moderate in many cases, and boarding-houses more so. To the newly arrived, a boarding-house gives a home at once, but with no privacy beyond your bedroom ; it, however, gives the means of knowing what goes on in the world, and is the best for a young man—better than a hotel. There are, of course, two sides to all pictures. The company may not be select, or it may be vicious : such exists in all cities, and the usual rules of society keep the young from annoyance ; there is no necessity to be intimate with any one if his conduct is unsatisfactory. The cost of board at an ordinary hotel in New York will be four dollars per day ; but if boarding in a private house, any sum above or below this may be had as you desire.

Clothes are very costly, and it will be well to take a full supply with you—plenty of shirts, stockings, and

so on. Washing I found moderate—even at the Fifth Avenue Hotel, New York, not much more than at home. Washing is performed, it appeared to me, by Chinamen; and they certainly always are very neat and clean themselves, and thriving in their business arrangements as far as seen from the outside.

Hotel-life is very pleasant at all times, but in a large city it is attended with much comfort, or otherwise, according to the management of the concern. In America, breakfast is a most profound meal. It begins with, in summer, fruit, such as strawberries, blackberries, cantaloup—a very sweet melon—oranges, or suchlike; then coffee, iced or hot, tea the same, milk, or water, as you feel inclined; then porridge, as at home, hominy, eggs, fish, chops, and so on: but with such a variety of dishes it is difficult to make a selection. Then tinned food is continually offered you, and opened fresh from the tin. Hot rolls, and many sorts of sweetbread all hot; and the American splits it open, pours in molasses or syrup of some sort, and eats it so, to his delight at first, and internal torment afterwards.

My visit to Missouri was for the purpose of examining land belonging to the Missouri Land Company of Scotland, and in this mission everything having reference to land was of consequence to me. My own profession led me to examine the bridges, roads, railways, wharves, and such matters with interest, and the journey was consequently full of pleasure, from

the many new ways of meeting and overcoming difficulties inherent to the occupation of a new country. At the larger cities most of the appliances are similar to our own; but where settlements have been formed at a distance from such large towns, of course the means at their command had to be taken advantage of, and this the American has done upon all occasions well.

Dinner begins with fruit, such as strawberries or oranges, as at breakfast; then soup, many sorts of fish, roast beef or joints, *entrées*, and pudding, finishing up with fruit again, if you have not begun with such. Wine is little used or asked for. After dinner adjourn to the bar for any drinking or conversation; but no delay at the dinner-table, no kindly chat, no conversation—go to the bar for such, and there converse, drink, or smoke. My short visit prevented me acquiring the habits of the American in such matters.

Smoking is universal, but no offensive expectoration is indulged in, spittoons being provided, and most of the hotel floors are laid with marble; but my first day or two was unfortunate in this custom, and I was inclined to think it offensive. In the evening each hotel provides chairs, and all sit outside; this makes the evening very enjoyable. Cigars are very costly, and no good ones can be obtained in New York under 8d. or 1s. each, even when purchased by the box of 50.

In a land of such extent, violence is less frequent than, I believe, in our own, setting aside Ireland. I

have not heard of any violence (with the exception of the case of John Mitchell) of greater degree than in our own manufacturing or populous districts. Security to life and property is the rule, not the exception. In the worst parts of America, such as at the mining districts of Colorado, Denver, &c., there is much rough life, but no malicious, devilish cruelty—such as maiming animals—known; and in Ireland this season such outrages have been common there. I have never seen or read of such in American papers during my whole visit.

Religion is allowed to show itself by Sunday observance, and I have nowhere seen Sunday better kept outwardly than in American cities. All shops are closed; such as remain open are in the lower portions of the larger towns, where perhaps the labourer may be seen purchasing fruit or vegetables; but I unfearingly say, I never saw Sabbath better kept than in America. Churches are all well filled morning and evening—the service being praise and a short sermon, generally under thirty minutes. A collection is made at the door, and a harmonium or organ leads the voices of the congregation. No offensive or flippant matter was ever introduced in the service, neither did the preacher wander away from his matter to political or suchlike subjects. The assassination of President Garfield was the universal matter referred to in sermons the first Sunday thereafter; but what civilised nation did not also do so, and regret the act which

deprived a nation of a great and good man, a good son, and a kind and faithful husband?

My observations are now concluded, and I can only hope they may be of some service to such as have to visit the States within the next few years. The habits, customs, and appliances of travel change so rapidly, that some years hence the remarks now made may be unrecognisable to the general traveller through the land.

CHAMBERS, 3 HILL STREET, EDINBURGH,

February 1882.

AMERICAN NOTES.

Boston, 10th June 1881.

LEFT Liverpool in the Cunard liner *Algeria* for New York, and arrived 8th June. The run has been slow, partly from a rough passage after leaving Ireland, and partly from the great amount of fog experienced during the voyage. When passing the banks of Newfoundland it was so thick, day and night, that a vessel could not have been seen more than twenty yards ahead; and the dread of floating ice, from the coldness of the water and air, caused a good deal of anxiety. There is a general feeling amongst naval men that the limits of floating ice in the North Atlantic can be determined, and should be so by the Governments of Britain and America, and the causes would soon show

themselves during the investigation of the matter. At present its limits may be taken roughly at from longitude 42° to 56° , and latitude as low as 44° —all above, or north of this, it is regularly met with; and when ice shows, the course of vessels must be directed much south of what is necessary to give safety to the vessel. The time alone demands that this risk should be carefully considered. The Polar expeditions have cost lives and money far in excess of the objects attained, but this everyday danger does not excite the attention from the Admiralty of our nation which it demands, considering the enormous amount of traffic between the two countries.

The first land seen was New Jersey, highly wooded, and studded with villas—Coney Island, with an enormous hotel, dimly seen through mist, on the right hand as you enter Sandy Hook; after this New York bay, the channel of which, I am assured, is 70 feet deep all over. This has been in some places injured by contractors throwing rubbish into the stream as a ready “toom” for waste; but I am assured, also, it is now put down with a firm hand. The approach to New York is really very pretty.

There is not the grand beauty of our Firth of Forth, but a richly cultivated and villa-studded landscape, well laid out, with fine houses, and lawns in front of them. There never seems to be any fence next the foreshore until close to the town, where stragglers, I presume, become more free than welcome. Inside New York harbour, the first thing that strikes me is the numerous railway ferries, the boats carrying all the passengers of a train with their luggage. They appear well adapted for smooth water and short distances. The passengers are quite covered and protected as in a station, but the boats are singularly shaky-looking—made to do the work, but appearance of no consequence. The wharves all face the river, end-on: no long continuous wharf, but covered-in sheds, so that goods can be discharged in all states of the weather under one huge open roof. They are very nice. The Cunard shed has a splendid pitch-pine roof, several hundred feet long—I think about 600 or so—and at least 100 feet wide, with corresponding height. But when out of the shed, such a rickety set of erections mortal man never saw: causeway such as would drive the road-surveyors at home de-

lirious ; no little holes, but yards and yards of it sunk a foot deep, tumbled about in all ways, making a drive a matter of sea-sickness and risk, even in the affairs with two horses, called by whatever name a New-Yorker may decide : road-crossings, in the best streets, would disgrace a road near a newly opened quarry ; dirty, wet sunk pavement, tram-rails equally bad, and all going as if life depended upon the exertion made there and then.

As remarked by all travellers, your reception at a hotel is unpleasant ; to wait for the clerk acknowledging you does not go down well—but it is the manner of the country, and must be submitted to, along with other customs. Food and feeding are well understood. There was no haste at the Fifth Avenue Hotel, but neither was there any delay after the meals—no reading of papers ; rise and leave is the order of the house, and the lobby is the spot for idlers. This is not, however, quite appreciated by some. Honesty is here sorely tried in small matters. You enter an omnibus (not a car) ; there is no boy at the door, and you place the fare in a box : if you have no change ring, and the driver gives it to you ; but remember he has to drive a pair of

horses in a thoroughfare ten times more crowded than the North Bridge, and to hail passers-by for a fare, as well as to give you change. Broadway is like London, Edinburgh, Brussels, and Glasgow all at once ; most of the buildings are in no way inferior to the best in the kingdom, in design or execution, granite or freestone, and well built ; the cross streets are mostly of brick, and most commodious.

We started for Boston in a pouring rain ; the car stands outside the station, part of the luggage comes with me into the cars, the portman-teaus go for checks to another part of the station. Of course I have to go as directed all through the rain, get luggage-checks, and return to the room used for passengers. In this country all would be under one roof, and proper access to the same, but New York is behind in that respect. The railway is well built—a fine station, and roomy carriages ; a dollar charged for the seat, being a Pullman car, but the attendant most civil and attentive. The land is evidently divided all along the route into small lots ; it is good rich soil, with hard schists or gneiss rock cropping to the surface. The division walls are built exactly the same as our regular dry-stone

walls, and are always one height, about 3 feet, generally straight lines forming enclosures of about 3 or 4 acres in extent. The railway is fenced in with a common very rough paling, about 3 feet high, much the same as our own, but rather more wood used, and rather rougher in build. Potatoes are here about 6 inches high in the shaw; rye about $2\frac{1}{2}$ feet high, shot in the ear, and green; Indian-corn about 12 inches above the ground; rasp-bushes and vines trimmed and being dressed up; other bushes and crops being dressed up. The season is no further on here than at Dunbar, East Lothian; meadow-grass is very common, and about as far advanced as in Scotland. Hedges are in full leaf, and neatly trimmed. Oak and underwood, ash or elm, same as at home. The scenery is undulating, and similar to that about 30 miles north of London, with long stretches of level land, very pretty; and I cannot realise being further off from Edinburgh than, say, Rugby or London. The houses are all built of wood, and mostly to one pattern. They are about 25 feet long, 16 feet broad, 12 feet high, each having outside louver-shutters and brick chimneys, giving a snug look

to the whole collection ; the general feeling being that men with small funds or capital have taken a lot, built a house thereon, and turned market-gardeners ; that they have not always been successful in the venture, and have allowed the property to decay. An intelligent stranger opposite me says the land here is worn out and requires manure, and that it is better to go West, where none is required. Forty acres of land could be purchased here for little money, and the cows and horses would give the necessary manure. The land is good and taxes are light. The price will, of course, vary with the lot, but £7 is a fair price per acre.

The principal manufacture here (Newhaven) is sewing-machines, and as the works are close to the sea, goods can be shipped at once. There is a splendid rig of vessel here—three-masted schooners, and small racing sloops. Every person seems to keep a yacht—so unlike the houses—smart and well kept, white sails, and capital standing and running gear. The balloon-jib is always used, then two outer jibs, and a mainsail, the topmasts scraped and varnished, the hull black, with varnished inside bulwarks. The Connecticut river at Springfield is about 500

feet wide and 3 feet deep, running slowly, but at the canal inlet running about 12 inches deep over a long weir. The bridges over this river which I have passed are of small span and light build, but with strong business-like stone piers; this gives a security independent of the superstructure. I understand there is no salmon, but shad and trout in abundance. The banks are closely wooded, but the water is shallow, and fly could be easily used. A small fly does best—black body and light wing, with very fine line; and in fishing for salmon, I am informed, the same has to be observed. Lager-beer is a great institution in the Land of Freedom. My own personal experience (one bottle) leads me to say that it is detestable. As nobody seems to have anything but iced water, I have taken no stimulants since entering the country, and do not intend to do so. After some days' experience I do not feel any loss of strength, and the heat I was led to expect has not come. I will try water, and state results.

The roofing of houses in towns is curious; they all slope to the back, are covered with tin, and painted dark red; it is a most economical arrangement, and satisfactory, as it keeps the

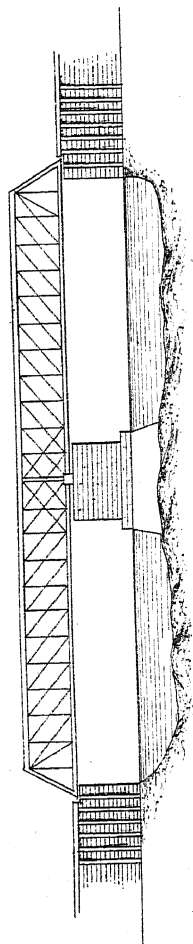
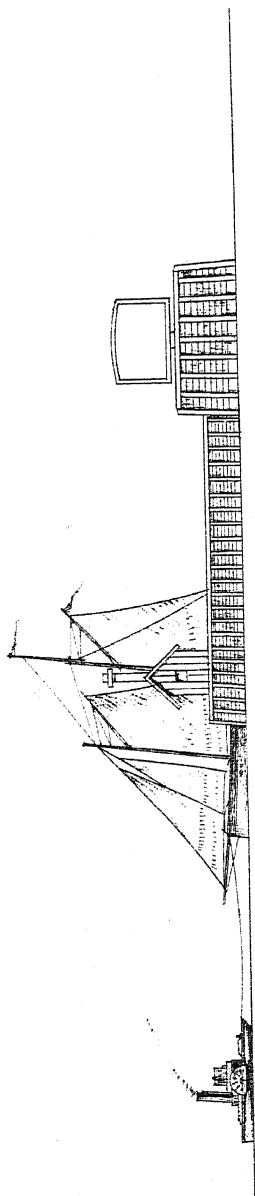
rain off the front street, and allows for storage in tanks behind. Every plain surface, great or small, is painted with advertisements, most objectionable: "Try our ozooerot," and suchlike, everywhere. Offices have generally a ticket, "No beggars or pedlars allowed," and so on. Building bricks are less than ours, and much better; brickwork first-rate, and neatly finished. Painting of houses very good — perfectly plain, no oak graining; all rooms pure white or pale buff, with silver-plated shutter-knobs and louvre-shutters. The ceilings of dining-rooms, drawing-rooms, and entrance-halls loaded with any amount of design and colour. Furniture in New York and Boston is in the ruling Queen Anne style, very pretty, and in many cases rich and expensive designs. The inside of the cars is of rich dark-red wood like teak or dark oak, and the design chaste and good. All lobbies and halls, dining-rooms and offices, are floored with marble in black and white blocks, and as spitting goes on for ever, it is the best possible arrangement. Carpets are of really good material, such as Brussels and Kidderminster, æsthetic colours abounding; all are made soft by padding laid under them at

stairs or landings, and the feeling is one of intense luxury.

BOSTON, 16th June 1881.

I need not remind you that this place is historical. Benjamin Franklin was born here, and the destruction of tea that led to the American war took place in the harbour, 16th December 1773. The story of a certain fight is curiously brought to mind by seeing the tramway cars marked "Bunker's Hill." The swing-bridges at the harbour are numerous, and really very skilfully put together. The amount of material we use in similar structures makes the work so heavy that the bridges are almost unfit for use. Here a span of 160 feet, with two openings, and an 8-horse power engine, do the work. Three men are employed at one of these bridges—one for the engine, and one at each end of the bridge, to close the traffic until the ship passes. Two schooners pass in four minutes, after which the gates are opened and traffic renewed. This bridge is about 18 feet high above the roadway, and supported by tie-rods to the ends. The top is connected with the sides, and thus forms a deep girder.

SWING BRIDGE, BOSTON HARBOUR.



Wm. C. M. Gould,
Architect.

One person above all others I wished to see—namely, Longfellow—so I called at his house in Cambridge, and had a pleasant chat with him. His house has a curious history. Formerly the residence of General Washington, also of Colonel J. Vassal, it was the home of both until the evacuation of Boston by the British in 1776. Longfellow keeps the ground in excellent order, and the surroundings have many associations. Close to it is the Old Washington Elm. The University Press, set up in 1639, was that of the first college in America. There are many very fine buildings in Cambridge, such as the Memorial Hall, Harvard College, &c., all reminding one of their English founders.

The tidal rise in the harbour is 9 feet 2 inches : the ice forms in the bay 18 feet thick, and the dangers are so great as to require all the light-houses and beacons now in use. The station accommodation for the Boston and Albany Railway is detestable, and unfit for any large town. It appeared to me the “slimmest affair” in Boston—inconvenient, dirty, and objectionable; luggage as usual checked at one place, tickets far away, carriages at a curious distance off.

The church service was nice and short. Fans are used during the service by all the ladies, and with a perfect flutter when anything particular occurs. The church officers were polite and obliging, and twenty pews were opened when a stranger appeared. Boston has 362,535 of a population, and a fine park. Beacon Street is the finest in the city, and has only one side. The park is beautifully laid out. The Town Hall, with its pretentious gilded dome, is vulgarity itself. The Museum of Fine Arts has been recently erected. It is a fine building, and open on Sundays. The "Vandome Hotel" is the best arranged I have seen, and the finishings are perfect in all details. The post-office elevator is a sight. By it the experimentalist is elevated close to the roof, raised, I should say, 150 feet, after which he may climb to the roof itself, and the city lies below him like a beautiful picture framed by the sea. I left Boston with regret, its many libraries, and really fine buildings, being what I did not expect to see in America. Many of my high ideas of Edinburgh were weakened, and I felt as if very much of my starch were gone.

CITY SCAVENGERING AT BOSTON, U.S.

By E. C. CLARKE.

*(Report of the American Public Health Association,
Nashville, Tennessee, 1879.)*

“One hundred and eighty-five miles of paved streets are swept and cleared each week,—some daily, others twice a-week. Macadamised streets are not swept, as by sweeping off sand and detritus their durability is much lessened; but their gutters are cleaned as required, and rubbish is picked up.

“The work is all done by daylight; streets are watered before sweeping by six watering-carts. The dirt is swept to the gutters by men with birch brooms, and is thence shovelled into carts. Thirty men in all are thus employed.

“There are besides in use nine one-horse sweeping-machines, having a revolving brush, each doing the work of eight men, and at less cost; but they cannot clean corners and depressions as a broom can. One hundred and seventy men in all, of whom eighty-two are sweepers, are employed in cleaning the streets. Asphalt is most easily cleaned; next, granite pavement. During the year, 48,059 cart-loads of dirt, of 40 cubic feet each, were collected and disposed of to fill land for streets, parks, and dwelling-lots.

“Occasionally a load is of sufficient manurial value to be sold for a small sum. The cost of street-cleaning for the year amounted to £17,346.

“For cleaning street catch-basins, forty-three men and fourteen waggons are employed. The sludge is hoisted by means of buckets, and deposited in close-covered waggons, in which it is carried to the dumping-ground, and covered with ashes. Last year 8766 loads were collected, at a cost of £2700. Vaults and cesspools, from five to six thou-

sand in number, are cleared by contract, by means of odourless excavators, at a charge of from 25s. to 33s. per load of 80 cubic feet. The excavators are air-tight, and draw the contents of the vaults by the suctional force of a vacuum. The gases are destroyed by passing through a charcoal furnace as they are pumped out. Not more than one load in ten can be sold for manuring. The removal of offal—refuse food and other matters known as swill—is effected daily in close waggons.

“Hotels and markets are first visited, then dwelling-houses. Ninety-six men and forty-five waggons are employed in this work. 26,000 loads, of from three to four cord feet, were collected last year, at a cost of £16,000, realising, when sold, £5800.

“In the removal of ashes, one hundred and seventeen men and fifty-eight single-horse carts are employed. When a cart is filled, it is securely covered with canvas and taken to the nearest dumping-ground. The cost for removal last year amounted to £20,300. The ashes and house-dirt are used to grade streets and parks belonging to the city; but this practice is open to objections.”

I left Boston for Albany by rail, and reached South Framingham, which is 160 feet above the sea-level, and 21 miles from Boston, in about an hour. There is much undrained land near it. West Brookfield has good land, and is 630 feet above the sea; but I can only count eleven cows to this point, 69 miles from Boston. Westfield is 108 miles from Boston: it is 150 feet above the sea, and has very little stock. The land

is worth, say, 15 dollars for that which is cleared. The line here passes the end of the Green Mountains, reaching an altitude of 1450 feet above the sea. The hills are covered with wood, and there are boulders scattered all over the hill-face, reminding me strongly of the Garry at Blair Athole; but it is very much finer—dark pools in the river, with rugged rocks and thick wood, combining to form as fair a scene as even the finest in old Scotland. On every building you are irritated to find invitations to smoke nothing but “Virginian,” or to use only patent mangles, so that at last you are quite sickened with the sight. A large red brick and wood erection on the hill for cutting wood does away with many associations, and magnificent sites for policies and mansions appear at every mile. Well may Americans say our policies and parks are nothing! Any part of this hill could give 1000 acres of oak-covered land, and with the best sites for building imaginable. The cost would not exceed 10 to 20 dollars per acre for such places; but the land itself is poor and stony. Albany is the seat of the Capitol buildings, which are not yet finished. They cause members of the Government much ex-

planation; and whether they will be finished for some time is a speculative question for the press. Albany is a fine town, and the bridge over the Hudson river is very good: the station is too small for the traffic, and much confusion exists. A heavy storm of rain, wind, and thunder closes my day, and Albany, with its 90,000 of population, has given me little to remember. The Hudson is beautiful, and the traffic by steamers, floats, and small craft of all rigs, lively and amusing. There is an opera-house, daily newspapers, and good hotels, but the Capitol crowns everything.

Schenectady stands on the Mohawk river, is devoted to the timber trade, and is confused and dirty. The land is very good next the river, but higher it is poor and unenclosed. There are any number of orchards; but the fruit, I am assured, is not nearly so plentiful as last year—apples give a good crop every second year only. Utica is 480 feet above the sea, and possesses 3913 of a population—all devoted to the lumber trade. The region around is fertile, and cleared lands may be taken at from 10 to 15 dollars per acre. Buffalo is 310 feet above the sea, and the centre of a population of 155,137. There

are many orchards around it, and the land would cost at least 30 dollars per acre. There is a splendid mast in the street, at least 120 feet high without a break. This to me appears a great sign of the country. If wood grows 150 feet high, it must be good sound fir, and will be the making of the place where it is raised. It cannot be Canada, as Buffalo would not have it from there: it must have been grown northwest of Buffalo, and in a cold soil. It may be in Nebraska, but I cannot say for certain. There are good hotels, civil waiters, and a large station. The station is not completed—I wish it were; it will be very commodious. The town has many lager-beer and billiard saloons, giving it a seedy, disreputable look. “Scalpers,” who sell railway tickets, also abound. There is a great lumber traffic upon the canal. The bridges are all of one design, forming a deep girder; there are also swing-bridges for the canal and railway traffic. There is a fine courthouse, and really good college; but the grain-elevators are quite new to me. They are great high wooden buildings, capable of stowing six millions of bushels of wheat, and transferring it to vessels in all sorts of odd places by spouts,

pipes, &c., without being handled, and with immense rapidity.

Niagara Falls are twenty miles from Buffalo. The country is as flat as a board, and covered with orchards; but all the wood has been cut down, giving the land a dreary look, in spite of the apple-trees along the line of railway. The Niagara river at Buffalo shines clear, blue, and sparkling in the sun, running at least ten miles per hour; there is also a freshness from the water that is cool and invigorating. The enclosures are many, and the farming is above the average. The land, when cleared, must be worth at least ten dollars per acre; but I am informed some can be had as low as five dollars per acre. Niagara is a small town with 5048 inhabitants, and the top of the Falls is 230 feet above the sea-level. There are several hotels, many cabs, and a cry continually from the cabmen of, "Drive you round and over the bridge, two dollars—have a cab?" but I walked down. Prospect House estate occupies the south side of the Falls, and the keepers charge you a quarter-dollar for entrance. The water runs past you at a terrible rate—say twenty miles or so per hour. It is dirty white water,

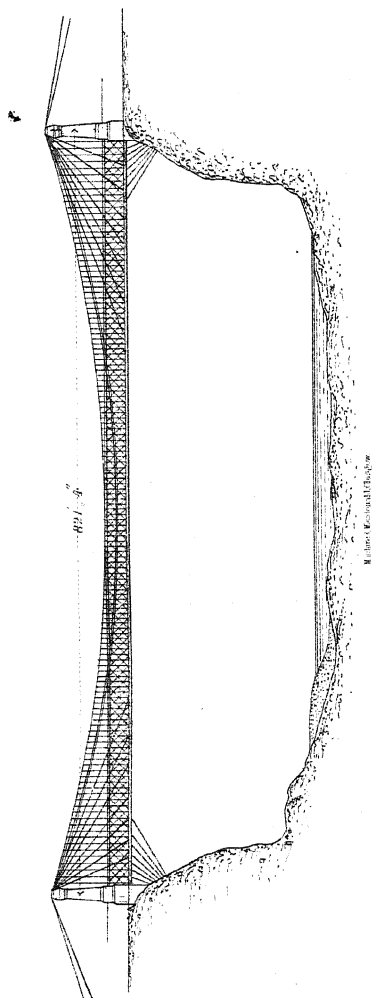
and no bottom can be seen at two feet down, or even more than dimly at one foot down. There is a well-built rubble-wall touching the edge of the Fall, with a flat copestone upon it, four inches thick, and upon this cope you can sit and meditate. In the enclosure are men selling photographs, and sticks, and curiosities, and stuffed birds, and all sorts of things. A band also performs; but all the men are horribly fat, and are soon exhausted—the music is consequently spasmodic and short. The men remind me of the frog in the fable. The Fall is 165 feet high. The roar is generally heard about fifty paces away only; this depends, however, upon the direction of the wind. It is a dull thud, and does not in any way interfere with conversation or flirtation, or suchlike. Lots of seedy people look over, and I am glad to see they conduct themselves with propriety—no drinking, but lots to eat; each man has a basket.

The Canadian side is more rocky, with a long cavern under the Fall. There is a covered passage down to the river from Prospect House, and a boat for those who desire to cross. The water below the Fall is bright-green and clear.

You see down five or six feet quite distinctly. Can it be that the tumble over 165 feet clears the water? There is a fine rainbow seen in the mist, at the centre of the Fall. The scene is magnificent, yet no one seems impressed. It is simply a large fall of water in the most commonplace position—in the centre of hotels—in the midst of the most offensive life—that of a showroom and surrounded by showmen. It is a reality prostituted to a show; a sight, the greatest I ever saw, the most stupendous man can see, rendered almost repulsive.

Above the Falls are some lumber-mills; fortunately they are at present burned down, and only in partial operation. Below are flour-mills of true mill type, no mistaking them—true mills grinding corn, making flour, making lumber. Part of the water drives them, and they have small falls all to themselves of the waste water. The mighty deep river, rushing past green and foaming, is here narrowed to about 300 yards wide. A poor dog has fallen from the cliffs to the water-side, where it lives unhurt. Great anxiety is expressed that a trap to lift it up will succeed. The Americans are most kind truly in all

NIAGARY RAILWAY & ROAD SUSPENSION BRIDGE.



W. J. L. & Co. Niagara Falls, N. Y.

their ways, and have fed it from the top for months.

CHICAGO, *July* 21, 1881.

The suspension-bridge over the Niagara river for the roadway has a span of 820 feet, and is 14 feet wide; there is a footpath three feet wide, and carriage roadway. The bridge is very steady when vehicles pass over, and is truly a suspension-bridge. The charge made is one quarter-dollar to the Canadian side and back. The railway bridge has a line for the railway, and a roadway below for carriages, &c.; both bridges are of the same design—a high stone tower supports the wire rope passed over and secured at the sides. The wire rope is some six inches thick, and connected every few feet to the roadway—this gives great rigidity to the structure; but there are very few side-stays, and those only fine wire. I cannot detect any motion when the train is passing over, and the work does not creak or strain in any way, and it does not throw a strain forward in front of the train. In fact, it is to all intents and purposes a safe and rigid structure, and shows that American engineers can do what our engineers are not

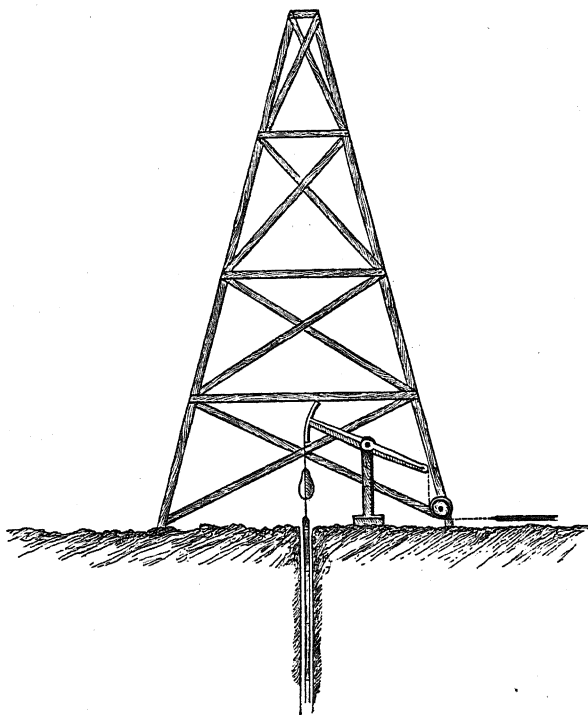
allowed to do by the restrictions of the Board of Trade—ever oppressive, and inclined to think military men the best and cleverest of engineers, though they never erected a work in their lives. I spent some time at these bridges, and really cannot see any danger in the structure, if well put together. Of course the train goes over slowly ; so do the carriages. The deep, green, grand river rolls below ; and if the bridge does snap, those inside the carriages might be much injured, if not drowned, as the work is 200 feet above the river.

On crossing into Canada, one soon discovers that he is among free-born Britons, from the shouts and curses at all hands in making a few yards of line close to the station. Up to this time I have heard no strong language or disturbance in America ; all orders are given in very few words, and quietly. Dundas is fifty miles from Niagara. The land is good, but baked dry clay soil. There appears to be little or no water, and what little there is seems bad ; any used must be from wells. The buildings are all of brick, and much more substantial than in the States—more of England and Scotland all over. The railways are all fenced in here. People

laugh, joke, and seem to enjoy themselves; in the States I have seen no smiling. St Georges and Dumfries, 67 miles from Niagara, have good clear water; they are 530 feet above the sea-level, and the land is very good, enclosed, and all under cultivation, worth at least 20 to 25 dollars per acre, cleared and enclosed land. At Princetown there is the first very fine stock I have yet seen; they seem a good breed, and plenty of them. This is 600 feet above the sea, and there are a great many orchards, and the crops very fair. Lumber trade seems common here. London is 450 feet above the sea, and the land very good. The trade here is oil-purification; everything smells of it, and nothing but the blue-coloured barrels of oil at the station. There is a good hotel and station. This is the junction for Wyoming, the seat of the oil-springs called Petrolia, and I resolve to see them.

In the district called Petrolia, there are supposed to be 1500 oil-wells. The district is very flat and uninteresting, all newly cleared of wood. Messrs Fitzgerald & Co. have about 60 acres of ground nearly covered with oil-wells; they are of various depths, and close

on 600 feet deep. This may be taken as the depth required to procure a supply. Where a well will yield two barrels per day it is worth



Petrolian Oil-well.

pumping, and some will give eight barrels per day. The pumping is very simple, and the flow is into covered tanks, from which it is again pumped to the retorts and purifiers. The well

is drilled with a bore three inches in diameter until oil is reached. If the flow is steady, and will give, as mentioned, two barrels per day, it is pumped—if not, it is passed over. The whole ground near the retorts is covered with tanks and saturated with oil; and there are workshops, &c., for making tins, barrels, and appliances for sending the produce to market, generally Canada. When pumping the oil from a bore, one engine drives sometimes as many as twenty pumps by what are called rockers. Fifty cents will produce a barrel, and the waste tar is used for firing the retorts. The greener the oil, the more impure; when purified it is colourless. The subsoil is blue tenacious clay, with free-stone and shales below containing the oil; the clay holds water very well, so tanks can be formed easily and at small cost.

Oak and elm are the principal wood here, and it all grows in strips: the best cleared land can be had for about 50 dollars per acre; there is, however, a great demand, and little land to sell. The district is 400 feet above the sea at Wyoming station. The town is very small, say 500 of a population. The houses are all formed of wood.

Glencoe is 600 feet above the sea, and 150 miles from Clifton. The land is very good and the houses substantial. Strawberries are now ripe here at several stations; the potatoes are bad. The land has orchards and enclosures all along the railway; it is rolling prairie, and worth, say 20 dollars, where cleared. The crops are no further on than in Scotland. The appearance of Lake St Clair, with its shores covered with drift-wood, is very bleak and lonely. The shores are shingle, sand, and drift-wood, bleached white; the water is very still, and there are several steamers and schooners in the distance, but the place is dreary and desolate. I can understand that an emigrant here will hardly have a lively time of it.

Detroit is 700 feet above sea-level, and appears a thriving bustling town, with 116,342 of a population; but the last station in Canada is Windsor, on the Detroit river, and opposite Detroit, with a population of 7000. The ground on the Canadian side is very level and fertile. Certainly it could not be had under 20 to 30 dollars per acre, if enclosed good land, with a house; but some of the poorer sandy soils would be dear at 5 dollars where uncleared.

The train is run bodily upon a steamboat and passed over the harbour to Detroit; it takes twenty minutes with the slowing and mooring, but everything is quietly managed on both sides. The revenue officers are civil and quiet in their duties. There are no quay walls; all piles driven into the river and boarded over; the steamer, a large double-funnelled vessel, very steady and quick. There is a confused uncovered station at Detroit, and between the depot or station the worst pavement and wooden and stone causeway I have yet met in America. There are also very mean buildings between the depot and the hotel—Russell House. There is a splendid Court-house, well built and finished in every way; also really fine private stone-built houses and good streets; but, alas for the pavement! Tram-cars run very nicely, and the usual amount of electric lighting, blinding, blue, and uncomfortable, but capital for large spaces. There is nothing noticeable but pleasure-trips, and “no drink allowed on board;” also a noisy theatre, with a band sitting outside the window, making much American melody. This town has something bad about it, and I do not certainly care to walk through it—pre-

judice, perhaps, but why? Still, the population are what I expect to meet in Denver or San Francisco, but not quite so soon as this.

Ypsilanti, 3000 of a population, is a good thriving town, upon rolling prairie. The land is well enclosed, and there are splendid potatoes and crops; the water seems very bad; the railways are all enclosed. Marshall is 880 feet above the sea; busy place, well enclosed, 5657 of a population. There are coal-works near, and land is worth 10 dollars where cleared—sandy subsoil. Dined well for 75 cents. Kalamazoo is 950 feet above the sea; has good water, and population given at 12,000: the land is good, well enclosed, with many orchards. Dowagiac has very good land, well divided; good crops; and appears a nice place, with beautiful river and fine water. Land worth 15 dollars from here and 20 miles on to Niles, 580 feet above the sea-level. Lake Michigan is 550 feet above the sea, and my first impression of Michigan city is not favourable; 7000 of a population. The place is poor; very poor sandy soil, with a seedy population of working men in the lumber trade. The sand-hills continue for many miles, and the country

being level and poor, it looks very dreary. Schooners run into shabby docks looking more like smugglers than honest traders, their whole appearance being poor and dirty. The news-boy yells as usual, laying down odd novels to get you to purchase. There is plenty stock on the land, yet the feeling of depression from the flat prairie is horrible. Lake Michigan has any amount of dead wood drifting about its shores. The strand is formed with dead wood; the high-water mark is more dead wood. Deliver me from this location! I would entreat my friends to think before squatting down here; land would be dear at nothing per acre.

Pullman city is a very nice, clean, tidy, newly built town, on a level plain. It was built by the Messrs Pullman, of car celebrity. It has capital brick houses for the workmen, and good designs for their works; the elevation of the buildings correct and business-like; there are also good streets, well paved, drains properly put in, and water laid on. The cost has been 300,000 dollars, I am told, the thing being an experiment in town-building before the population came forward. Let me wish Messrs Pullman success! If every employer would do

a little in this direction, employer and employed would stand better together. Founding a town is generally commenced after disease has almost or wholly cleared out the population. Everything here is most complete, up to a public park, laid out close to the railway. What a contrast to Michigan city! The land is good, and partly enclosed as far as Chicago (population 503,304), the second city in the United States.

I will not attempt to describe a town built in the best style, and no way inferior to any city I have ever seen. There is a fine approach to it along the shores of Lake Michigan, and many hundreds of people are seen fishing for perch; they all seem to have from one to two dozen, and carry their prizes off with much pride. The shore is protected with wooden piling, forming boxes, which are filled with stone; this gives protection against storms, so long as the wood lasts.

There are good schooners upon the lake, and some small lugsail boats. A regatta is being held; but the sudden squalls upon such waters must make this amusement very dangerous. All the portions of this town burned in the

great fire are now built up with splendid houses, many public buildings, and fine streets. As usual, bad pavement and disgraceful causeway. Attended the Chamber of Commerce, and at first thought it filled with students recreating themselves. Every one had a straw hat, and stood shouting something. I found, however, they were men selling wheat, &c., and shouting the lowest quotation. They are quite excited, and in real earnest about the sale. The Chamber seems much too small, and they intend having a larger building. Afterwards visited many public buildings, and a very nice fellow in his office. I was introduced to a celebrated Colorado judge; then visited the theatre and saw the Vokes family. Theatres here are really splendid—cool, well arranged, plenty of passage room; no passage less than five feet wide—think of that—inside the pit! The painting and the decorations are simply splendid, and in good taste; no crowding is allowed. On Sunday was again in a theatre, but this time heard a sermon by a professor, said to be the best preacher in the States. I do not like this professor, neither did I receive any benefit from him. He was an unpleasant-looking, straight-

haired man, with dirty yellow prominent teeth. His subject was charity ; and he had none ! The singing was really good, subdued and most effective. The collection seemed large ; was made in bags—small, but capable of holding a good sum ; and if all genuine, must have amounted to many dollars. There was a very large congregation, but I did not see one person I knew. All talked loudly in getting out. There are many fine private villas—hundreds ; and of course all the inmates sit on the steps in the cool of the evening, smoking, but no drinking. I cannot describe the villas : every second one is of, say, 10,000 dollars value, and the sites are also most costly. The blocks of buildings in the city are estimated by millions of dollars, and correctly so. They are very fine : each house of business has an elevator ; no person thinks of walking up a stair. Every shop is crowded, and all ask for the elevator as we would for the department required. The public park needs a five hours' drive to go round it, and is beautifully kept ; no rank grass, all cut and trimmed. It is, I am told, eight miles long, with splendid lodges, and excellent railway stations at different points round about it.

The grain-elevators contain millions of quarters of grain : Joseph himself would have been satisfied. But there is no variety here ; the eternal Chicago wheat, No. 1, 2, 3, or whatever may be the quality, alone is spoken of. Ice-houses, say 500 or 600 feet long, 100 wide, and 50 high, occur by dozens, not one or two. Stock-houses for animals, cattle and pigs, are beyond the power of estimating. They are filled with cattle killed, cured, or prepared for curing, in a wonderfully short time. The filth from such killing-houses is run into Lake Michigan from all the sewers, and then the people drink the water drawn from a point in the lake two miles from the shore. Of course this gives them meat and drink at once, and when a south wind blows the sewage from the town into the water-supply they all turn ill. This is a serious fact, and, where so much wealth exists, it is not what I expected to find in Chicago ; but it is too true. One sees numberless fine canals with wooden-piled quay walls, a great deal of shipping, and swing-bridges at all hands, of the same design as at Buffalo. To finish with, there is a very dirty, uncomfortable station—ill laid out, like some near home, but dirtier.

PUBLIC WORKS OF CHICAGO.

(Fourth Annual Report of the Department of Public Works to the City Council of Chicago, December 31, 1879.)

“Chicago covers an area of nearly 36 square miles. There are 650 miles of streets, of which 135 miles are paved, mostly with wooden blocks. In 1879, $6\frac{7}{8}$ miles of streets were paved, of which 80 per cent were of wood, $4\frac{1}{2}$ per cent of Medina stone, $1\frac{3}{4}$ per cent of Macadam, $\frac{1}{2}$ per cent of cobble stone, 6 per cent of 3-inch oak-plank, and $7\frac{1}{4}$ per cent of cinders. The wooden pavement consists mostly of 6-inch cedar blocks, using Lakeshore gravel and composition-tar as binding. The cedar-block pavement costs 1.12 dollar or 4s. 8d. per square yard, and is estimated to last in good condition ten years.

“For the construction of streets of secondary traffic, Mr C. S. Waller, the Commissioner of Public Works, recommends the employment of Macadam on the following system: Prepare the road-bed so as to be even and compact throughout with a 15-ton steam-roller; let the first covering be rubble stone, carefully placed by hand, broadest surface down; cover this with 12 inches of Macadam, 6 inches at a time, thoroughly rolled to bond it well; then top it with 4 inches of crushed trap-rock, or some other equally hard stone, accessible and not too expensive, that will not disintegrate through the action of the weather, nor pulverise under the pressure and wear of vehicles upon it; roll this down thoroughly so as to compact and bond it well, and it will give not only a durable but a pleasant street to drive over.

“There is scarcely any limit to the durability of such a street with proper and timely repairs.

"Street-cleansing was effected by contract, at a cost of 89s. 3d. per mile for the year.

"The water-supply was delivered by the North Pumping Works, at a cost of 41s. 5d. per 1,000,000 gallons for ten years, ending in 1879. In 1879 itself, the cost was only 23s. 6d. per 1,000,000 gallons when coal cost 17s. 3d. per ton. The duty of the engines amounted to about 47,500,000 foot-pounds per 100 lb. of coal. At the West Pumping Works the duty amounted to 46,500,000 foot-pounds. The total quantity of water distributed daily in 1879 was over 56,000,000 gallons, being at the rate of 118.7 gallons per head of the population. The mains of cast-iron are from 36 inches to 4 inches in diameter. The number of meters from $\frac{5}{8}$ -inch to 4-inch in use at December 31, 1879, was 2067; and the quantity of water measured by meter amounted to 2,312,964,750 gallons for the whole year. There was an increasing demand for water as a motor for elevators. These—123 in number—absorbed 2 per cent of the entire quantity of water supplied to the city.

"There were $322\frac{1}{4}$ miles of sewers at December 31, 1879, of from $6\frac{1}{2}$ feet, in brick, to 1 foot in diameter, in vitrified clay, of which the cost of construction averaged 13s. per foot run, including the cost of catch-basins and outlets. The sewers are flushed by water drawn from the fire-hydrants into a large wooden tank, which is conveyed by horses to the man-holes. The water is there delivered into the sewers."

P.S.—Up to this point the distances I have gone over are as follow: New York to Boston, 196 miles; Boston to Buffalo, 499; Niagara to

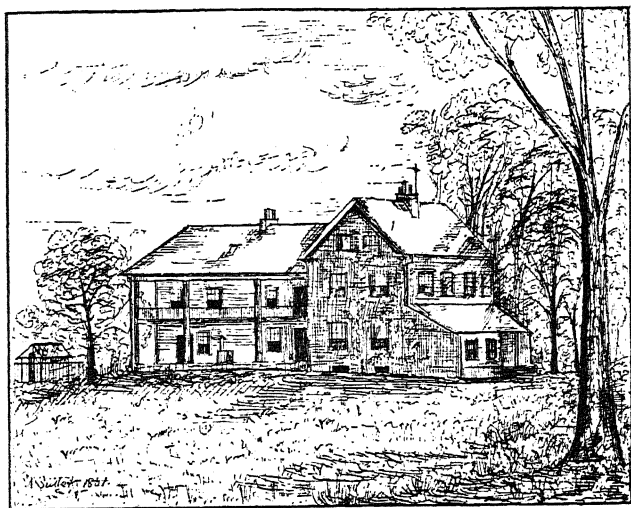
Detroit, 296 ; Detroit to Chicago, with visit to Wyoming oil-springs, 388—total, 1379 miles.

PIERCE CITY, MISSOURI, *July* 1881.

The heat is now “pretty tall,” to use an American phrase—90° in the shade, and in the south even greater ; but the journey is most pleasant, there being many orchards on the side of the railway, and well-fenced land next Chicago, but a good deal of wet land and marshy places. At Lemont, 25 miles south, there are many good quarries of limestone. All the railways are enclosed ; and the farms are prairie-land, in large fields of from 50 to 100 acres in extent, worth from 10 to 15 dollars per acre. There is a canal near the railway, and the Rankikee river, 400 feet broad or so, runs through a flat country. The crops are good, but later than usual here. Some common pipe-tile drainage is now going on similar to Scotland.

Dwight is 615 feet above the sea, and the land is worth 50 dollars per acre, all prairie ; but the buildings are poor. Chatham is 610 feet above the sea, with good land. Nilwood is 214 miles from Chicago, and 610 feet above the sea, with good enclosed land. The trees

are now suffering from the locust or grasshopper, and their chirping goes on all day and night. The land is well enclosed, and may be taken at 50 dollars. At Godfrey I examined some arable land 700 feet above the sea, as well as an adjoining farm belonging to Mr Sidway,



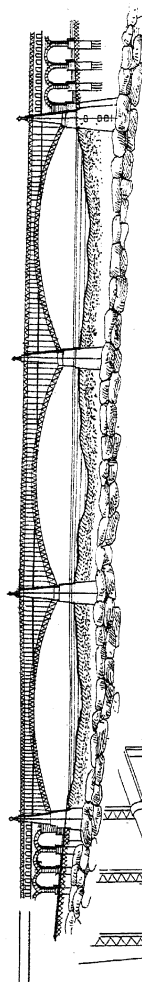
Mr Sidway's House at Godfrey.

and found the farming very much behind that of our country—rather shifty; but it effects the purpose. There are many very fine farm homesteads and well-laid-out farms near this, with a singular taste for having them coloured *red*.

At Alton I first saw the Mississippi, and disappointment is not the word for my feeling. It is a very dirty, muddy river, with a rapid current—the level banks upon each side covered partially with scrub, and no large wood near it. The river is about half a mile wide at the utmost, and much rotten wood floating down upon the surface, spoils its appearance. The soil is deep loam, and well cultivated in some cases; while in contrast there are neglected wooden homesteads, and fields allowed to run to waste. The land is worth much more than it sells for—100 dols. being the outside price. The whole is very nearly level, diversified only by small hillocks, 10 or 15 feet high, which gives the ground a rolling appearance. There is no water that seems drinkable.

From Chicago to St. Louis by Alton is a distance of 305 miles, and there are several lines of railway, each boasting itself the best. St. Louis has a population of 350,522, and is 550 feet above the sea. The approach is not striking, the land being level, low, and very swampy-looking. It is boasted that St. Louis is a much better city than Chicago, but this I doubt. Both are no doubt fine, and the States

BRIDGE OVER THE MISSISSIPPI AT ST. LOUIS.



Length of Bridge proper.....	2046 feet
" Including approaches.....	6220 "
" Including tunnel.....	11,100 "
Height above High Water, Centre Span.....	55 "
do. do. Side Spans.....	50 "
Length of Centre Span.....	520 "
" do. Side Span.....	502 "

Cost 10,000,000 Dollars, or in round numbers £2 Millions, English money.

ENGINEER.
CAPTAIN EADS, ST. LOUIS. MICE.

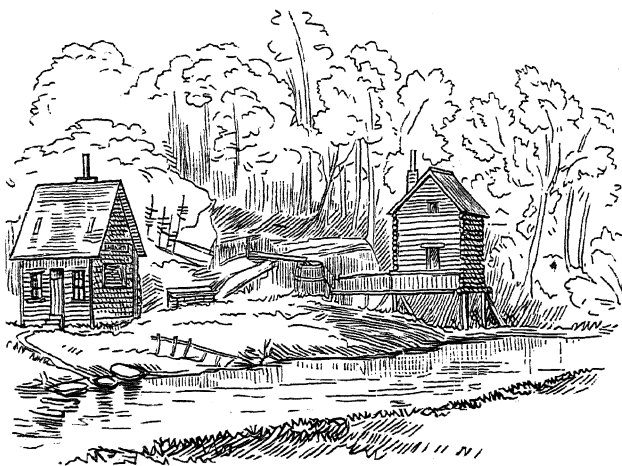
may well be proud of them. There is a most magnificent steel bridge here over the Mississippi, which is considered one of the finest in the world. It is 2046 feet long, and carries a roadway for ordinary traffic over the line of railway. It was designed and carried out by Captain Eads of St Louis, the piers being of stone carried down to the rock. There are three spans: the side ones are each 502 feet, and the centre one 520 feet; the roadway being 55 feet above high-water of the Mississippi. The bridge cost in round numbers ten millions of dollars, and connects the two sides of the town perfectly—East St Louis being principally a depot and manufacturing town, and a mere suburb of St Louis proper. The approaches are of stone arches, and altogether the States have reason to be proud of this work. In the city there is a splendid Chamber of Commerce, a Court-house, a Post-office, and a Public Park, really worth seeing. There are fountains, terraces, and walks worthy of the best cities in Europe, and certainly before those of London and some of our great cities in extent; and much care is exercised in keeping them up. The banks of the river, with “levees” upon both

sides, form the steamboat wharves. The sides are sloped down to the water, and "pitched" or paved with large flat stones, so as to form a long slope, and when the river rises in flood, there is no danger of these slopes giving way. This arrangement is absolutely necessary, as the soil is very deep, and a foundation difficult to get. The Union Depot is a wooden station erected for temporary use, and it is intended to erect a much larger and more commodious one suitable for the traffic, which at present is not properly accommodated. There are one thousand manufactories in St Louis, stretching far into the outskirts of the town. It is a busy and well-conducted town, with every facility for education. I asked about Scotsmen, naturally, and if they succeeded, and was informed that the late Mr Nicolson—I think he was mayor—was a Scotsman, and at his funeral more than 10,000 people attended. "All Scotsmen," they say, "do well here."

From St Louis to Pierce City is a distance of 290 miles west. The land is very fertile and well enclosed. The railway is also enclosed. Jackson is 1250 feet above the sea, with a poor crop of wheat. Aurora, 1220 feet above the

sea, has damp, poor land, but is well enclosed. Springfield is 240 miles from St Louis—a sort of double town, there being a new and still newer portion of town. It is a thriving place, 850 feet above the sea, with a population of 6000. There are several good schoolhouses, some very good churches, a theatre, &c. The square is badly lighted and paved, and the roads are dry and dusty. Plymouth is the junction for Fayetteville, in Arkansas, and the branch is only partially opened. The land here, between Plymouth and Fayetteville, where I left the main line for the interior, is well wooded with white oak, maple, hickory, walnut, &c.; but large tracts have been cleared and cultivated. It is strange to see a splendid schoolhouse or college here. It was built at great expense before the railway was made, and is out of all proportion to the place. This is now the land of mineral springs, and great multitudes flock to them. Eureka Springs was a year ago a small place of under 100 people. It now contains a population of 25,000; and, of course, queer people take up their quarters in the city. Violence is common, and lager-beer saloons too frequently seen. The station

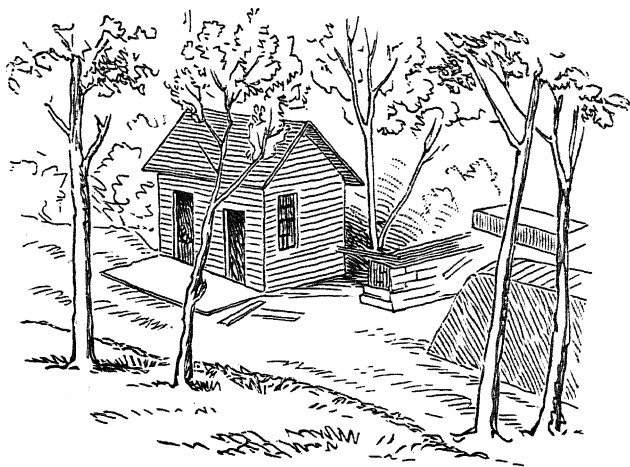
for Eureka is Seilagman, 1550 feet above the sea, and all sorts of cripples turn out at the station every day, and are carried to the carriages for Eureka. The cures are marvellous, for many people carried to the water walk home; and from conversations with several of



Seven Stars Springs and Bath, Missouri.

them, it seems to me that they are quite true. The Seven Stars Spring is near Exeter station, by the county town of Cassville. This town was the scene of much brisk fighting during the Civil War: the place was desolated by both sides, and a great amount

of bloodshed took place over the district. The place is now most peaceable, the road to the springs really lovely—through the most beautiful of countries, and quite repaying a visit. It is, I should say, a drive of seven miles. The spring rises from a hillside, and there is no foun-



The Bath-room, Panacea Spring.

tain or well, but a most primitive bath-room, on the side of the river, and a common barrel on end is the reservoir, at which a great number of people take their morning, noon, and evening draughts. They all gather round the bath-room, smoke, chat, and separate in a decidedly

primitive garb—namely, shirt and trousers only. I saw no ladies in the village; but understand that they do exist in the place. There are ten houses building, and there is a very clean, neat boarding-house. I think the ticket says two dollars per day for board. I was introduced to the editor of the newspaper for the district, but the name of the paper has escaped me. There is also a medical man. There are several lodging-houses in the place, and a stream of beautiful water runs through the valley. The



The Hotel, Panacea Springs.

Panacea Spring is about five miles from Cassville by a good road. There is a capital hotel and bath-room, all built of wood, and a population of 400 or 500 people. The attendants are very civil, and I am only sorry at having to return, for the whole place has an air of comfort

that I have not met with before in the Western States. I now push on for the head of the Roaring River, which is one of the holiday sights. There is a great chasm about 150 feet high, out of which rushes a river of many thousand horse-power. The stream is collected



Head of Roaring River, Arkansas.

in a dam, where one may see the yellow water-snake swimming. This snake is reputed very deadly, so I did not bathe in that stream. The valley is very beautiful, about 300 yards wide, and 250 feet deep below the general level of the ground above. The sides are wooded, and

a road runs through the bottom of the glen. There are several deep chasms in the limestone rock, and the road has been the bed of a great stream or torrent, and in wet or stormy weather will certainly be impassable.

Such is the country of the medical springs of Barry County, Western Missouri, and their fame is known over a large portion of America. They deserve a visit; the water has no taste, and is most pleasant to drink—cool and refreshing. It has been analysed by Dr Stevenson Macadam, of Edinburgh, and found pure, with few medicinal traces. Can it be that the people cured have been so simply by drinking unpolluted water?—the supply in the prairies being from water-holes, stagnant and most unwholesome; so that the change may effect the cures seen and talked of. All along the road great waggons are met with called “prairie schooners,” generally crowded with large families. There are also unchancy-looking fellows continually upon the road, and you find yourself with the “beard on the shoulder” watching. It is the nearest road to Eureka Springs, where there is a “vigilance committee” sitting. The comet is a great attraction here at night, the

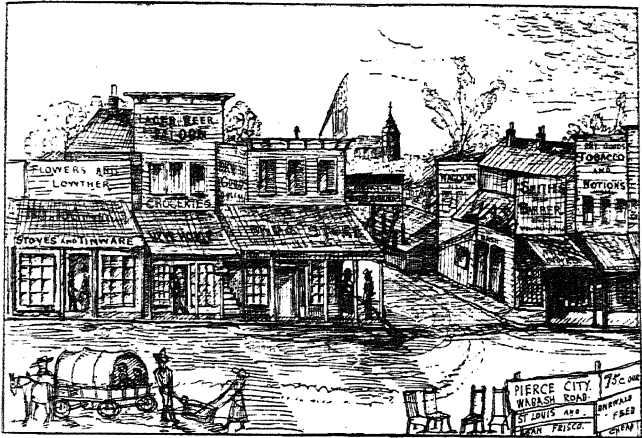
long clear tail stretching over nearly a quarter of the heavens, and the head far larger than a star of the first magnitude.

There is a large district here for me to examine near Pierce City, and I drive over, say, 300 miles in a buggy. A buggy is a most comfortable affair: there are two sorts, and one of them is called a democratic waggon. The wheels are not more than one inch thick, and very finely made, so that after a long fourteen days' drive there has been neither breakdown nor spill, though an English-built waggon or dogcart would have gone to pieces in an hour. The roads are merely cleared tracks; and where a tree has fallen over, the buggy is driven round the tree. Five minutes would clear the road; but no settler clears away an obstruction—he only clears his land. There are some squatters here, and they are bought up when an allotment of land is purchased. The land sells at from 5 to 10 dollars per acre, according as it is wooded or not; and if close to the railway it may bring 15 dollars per acre. Town lots, of course, may bring much higher rates. There is a model steading near Exeter station belonging to the Missouri Company of Scotland.

The land is here well enclosed, and looks like the vicinity of Perth, but without high hills—only rolling prairie, fine oak wood, and pasture. The place is very pretty and thriving, and the pasture fine: it is 1200 feet above the sea-level. At Purdie station I got my first drink of lemonade—from a horse-bucket, in this wise: the day was intensely hot, and no drinkable water could be procured, when a Mr Chamberlain, of that town, hospitably asked me to his shop, and there gave me a large silver gourd to help myself with from a bucket of lemons, sugar, and water. It was the best drink I ever received, and so kindly given. It is the common drink of America, and is composed of lemons, sugar, water, and ice, which form a most refreshing compound. The above preparation is common in all offices, and is provided free for the use of the clerks: this prevents them from leaving their duties and rushing out for lager-beer when thirsty. In a large office, bank, or insurance office, the porter mixes and prepares it each morning.

Pierce City is not a large place, but contains 2500 inhabitants. It is the junction for Vinita and Wichita, in the Indian territory, and stands

1000 feet above the sea. The ground is undulating and well wooded. There are thriving crops here, several good farms, much enclosed land, plenty of water, and all that can induce the formation of a large settlement. There is also a good school, church, and hotel well kept by Messrs Deeming & Brooks, and a Scotch



Pierce City.

pastor with the good Scotch name of M'Lean. The land near the town sells very high ; but near the railway, and beyond one mile from town, at 20 dollars per acre when cleared, and the crops are really fine. Further away from the railway, 10 dollars may be taken as an average, or even

less. Close by is the Missouri Company's ground, and this is being disposed of, where wooded, at 5 dollars; but where cleared, above this sum. There is no wood fit for use west of this, so timber now becomes of value.

Vinita is part of the Choctaw nation, and the district consists of level prairie-land, with vast herds of cattle in all directions. The station is of boards, the town is of boards,—the shops, platforms of railways, and everything in the place, are formed of boards. I purchased some Mexican curiosities, such as spurs, a pair of stirrups, &c. When a person wishes to settle here he must take a wife, or pay 10 dollars a-year to the chief of the nation. The land is very fertile, unwooded, and worth from 5 to 10 dollars per acre. There is no water except from water-holes or wells, and this does not taste pleasant. The Indians cultivate fairly, and their fields are well enclosed. I see here the best Indian-corn, wheat, or roots yet passed since leaving Pierce City. They are very quiet, and never speak except when they have been drinking, and they are then talkative. Generally, they dress like Americans, with boots, trousers, shirts, &c., but wear no coat excepting on grand occasions.

CHATTANOOGA, *July* 1881.

I had now to retrace my way to St Louis, a distance of 364 miles from the Indian territory at Vinita, and had further to return to Alton, so that the country round St Louis was quite familiar to me. I attended divine service at Alton church, and heard a very good sermon on the anniversary of the Union. The parson, a nice fellow, did not mince matters as to the behaviour of his countrymen, and warned them that liberty did not mean licence; and by, the rising generation, and those entering the States, a due amount of respect must be paid to those institutions which had already worked so well. I did not expect such a thoroughly good Conservative sermon in America. The churchyard at Alton is not well kept, the monuments being very much neglected, and the rank grass reminding me of some at home. I have seen no good provincial burying-ground in the States; the great public cemeteries are well laid out and kept, but no others that I have seen are so. One of the sad things here is the number of odd corners upon farms set apart as burying-grounds. You find them continually, with their small marble monu-

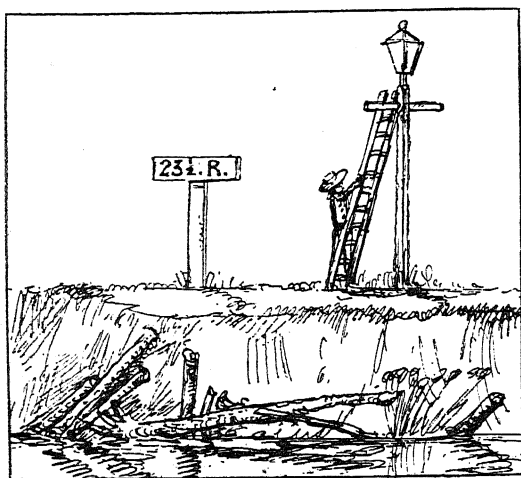
ments, telling how the young ones died and were there buried. In some cases the original possessors seem to have died out, and the next occupier, not having respect for God's acre, has partially destroyed it. They speak of this unblushingly to me. I did not say anything, but thought a great deal. At Alton there is a great seminary for girls, and I was introduced to the principal, a most accomplished lady. The young are instructed in all branches—reading, writing, mathematics, all the “ologies,” &c. The principal seemed to know everything worth knowing here below, but was not married. The average age for marriage here, she informed me, is eighteen years, and the classes are well attended up to that age.

I also went to a meeting of coloured citizens, some five hundred or so. It began at 11 in the forenoon, and went on until 6 P.M., with the thermometer at 100° in the shade. They sang, made speeches, and behaved like other people. It was a Sunday-school affair; and here is an extract from one of their orations at a similar gathering: “De sun am move; he rise in de morning and set at night—who den say he

stand still?" They were very polite to each other; and the ladies, many of them nearly white, were dressed very neatly—generally in dark or light yellow dresses, with marone trimmings, white stockings, shortish dresses, and neat shoes; in fact, quite captivating. The men were great swells, in white shirts and dress coats, with good boots or shoes. Their heels do not stick out behind more than our own do, and they have better figures than their white brethren. The music was not refined, for no mortal could make melody at 100° in the shade.

Dined at St Louis on frogs, in a French restaurant. The frogs are as large as chickens, and with much the same taste; in fact, cooked French fashion, you cannot tell the difference. Good rye whisky is distilled here on a large scale. I wished to examine the navigation of the famous Mississippi river, and took a berth in the Belle of Memphis, one of the river steamboats sailing upon the Mississippi. The corridor or saloon down the centre of the spar-deck is, I think, 300 feet long and about 25 feet broad, with ventilators upon the top, making this saloon 20 feet high at least. The

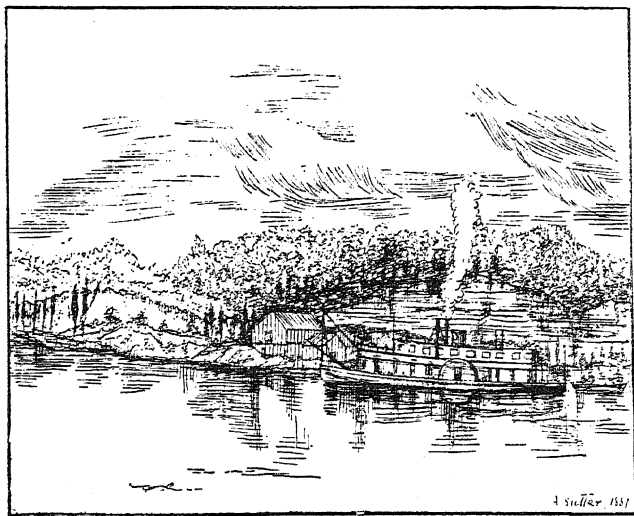
berths open upon each side of the saloon, and the furnishing is superb. The food is good, of all sorts, with lots of ice, as the heat is very great. When this vessel anchored in the evening, a large electric lantern, which burned all night, was lit, so that the whole



On the Mississippi, near Cairo.

space around the vessel was as bright as day. The fog-horn is blown whenever a steamer is seen ahead, and the vessel so warned blows an answer. When passing post-stations, you see a small piece of wood stuck up, with a red painted ticket— $23\frac{1}{2}$ R. This means that the

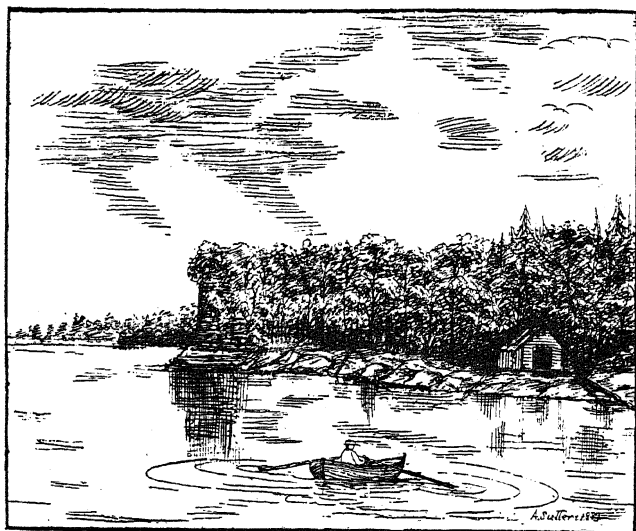
river is $23\frac{1}{2}$ feet deep, and rising. The captain knows, from the draught of his ship, what course he can steer safely from this simple caution. These places have a common lantern, lit by the attendant every evening, so that the course can readily be kept from side to side of



Thornton Bluffs.

the river. These constitute simple yet effective aids to the navigation of the Mississippi. In foggy weather it is suspended totally. "Snags" are the great danger, and the lead is kept constantly going at certain parts where

the water shallows. The banks of the river are very deep alluvial soil; it appeared to me to be from 18 to 20 feet deep of black earth, limestone or red freestone cropping up at many turns of the river, and occasionally forming beautiful points, such as Thornton Bluffs, Big



Big Mud Creek.

Mud Creek, and so on—very pretty places indeed. At mail-stations the steamer runs close inshore, drops a gangway from a mast and spar, and a hasty change of mail-bags takes place. Lots of niggers loaf about, and a few

lazy-looking white men, always smoking, never working.

The soil grows anything—wheat, oats, barley, Indian-corn, tobacco, and cotton; and further down, near New Orleans, rice inside the levees, or where the ground admits of being flooded. The flood-waters make sad havoc with the land upon each side; for with every rise of the river the water eats into the bank, and down comes some great oak or cotton tree. This tree sinks, and is washed into some shallow part of the river, and any vessel running against such an obstruction is seriously injured. “Snag” boats are common: they look somewhat like our dredgers, and are employed recovering the sunk wood, cutting it up, and removing it from the river. They are provided by the State, and marked “Mississippi Navigation Snag-boat No. 3,” and so on. The executive committee on the Mississippi River Improvement—of which the Hon. Joseph E. Brown is chairman—desire that the Mississippi should possess, “in the lowest stages of water, a permanent channel of the following depth:”—

From St Paul to St Louis,	5 feet.
From St Louis to Cairo,	8 ”
From Cairo to New Orleans,	10 ”

If the channel were deepened and improved, all the vast traffic from the banks of the river would be taken to New Orleans, and there shipped for Britain and other parts of the world, thus saving the great cost of railway transit. The river has a bank-line of 4000 miles, and runs through ten States; so that when 7,000,000 dollars are mentioned as the sum to make one good channel, it will hardly be considered extravagant. I do not intend to go further into the navigation question, but was deeply impressed with the possible value of the river as a highway, and the necessity of a deepened channel, and can only wish that the honourable senators may be able to impress Congress favourably with the great advantage to America and the world of this scheme.

From a pamphlet on the Mississippi, by Sylvester Waterhouse, secretary to the committee above mentioned, the following extract is made :—

“In its patronage of internal improvements, the example of England is well worthy of American imitation. Our Government ought to exercise the forecast, and provide the facilities which will win and preserve mercantile supremacy.” And again : “Assuredly the skill which abroad has

excavated a strait between oceans and pierced mountain-ranges with the avenues of commerce, and which at home has opened Hurl Gate, built the jetties, and dug the Keokuk Canal, is equal to the task of removing sand-bars. Even in the driest seasons, there is always enough water in the Mississippi for the service of commerce, but its diffusion over so broad a bed causes obstructive shallows. The stream must be deepened by contraction within narrower limits, and compelled to exert its mighty energies to dredge out its own channel; or else the available lakes of Minnesota must be used as reservoirs to supply a full tide during the season of low water."

Mississippi River Improvement.

"Great assistance has been 'rendered to the safe navigation of the river by the snag and dredge boat General Bernard. During the year, by the help of this boat, 547 snags and 3 wrecks were removed, 122 leaning trees pulled back, 4421 leaning trees felled, 3 buoys placed, 18 steamers assisted and pulled off bars; besides other work.'"

I would like to reside here, in spite of fever and chills, which might be avoided. The soil is magnificent, with wood, water, and everything a person could desire in the shape of fertility; but there is not a sufficient population to work the land, and the dreariness is oppressive. Cairo is 150 miles below St Louis. The levee in front of the river is paved; but the place looks red-hot, for the thermometer is

above 100° in the shade, and all the hotels and lager-beer saloons are crowded with thirsty Americans seeking cooling drinks. There is a population of 9000, and the town is the junction of many railways. It is situated at the confluence of the Ohio with the Mississippi, and has naturally a great amount of business—though Southerners do not appear to have the energy of the Northern American. The land is well divided and cultivated, being worth 100 dollars per acre near the town; but enclosed land only fetches 20 dollars on the western side of the river; for it is reported very unhealthy, and there is no water but from the Mississippi or the Ohio.

Memphis is about 200 miles below Cairo, and the space between is nearly dead level, though numerous beautiful bluffs occur all the way down. The fertility of the land is very great; the soil appears always deep black loam, or bright red loam of a chocolate hue, with white bands of clay or beds of limestone all through it. There are many farms and farmhouses along the river, but they are for the most part ill-built, poor, wooden erections. The enclosures are not neat or tidy, and the same remark

applies to every enclosed spot. The blacks now begin to be very numerous. The children are half naked, and are to be envied ; for clothes feel an abomination now, and all food, particularly warm food, such as tea, &c., is anything but grateful. Ice is essential to existence, and an umbrella and a fan are the only clothing necessary. It must be very hard work coaling the steamer ; but it is all coloured labour. Memphis does not look healthy, and it is the first town I have seen in America with a broken-down appearance. Many windows were cracked, the slates and shingles are half stripped off the houses, and the brick houses look green and mouldy like Stilton cheese. It has been desolated by cholera and fever, and the pavement, drains, and water-supply had to be considered and properly restored. There is a population of 33,593, so it is a large town ; but it appears dirty even in fine dry weather. There is an opera-house and several churches ; and a traveller informs me that it has only recovered from much distress, for in 1879 and other years, the living could hardly bury the dead—the population falling to under 6000. Of course I take this information carefully ; but it seems

to be a wretched town. The site is magnificent, and with care, money, and scavengers, it may recover its good looks. Orchards are very common again; but there is that extraordinary mixture in the lands of the South—fine farms worth, say, 50 dollars per acre, then perfect ruins and badly cultivated land. The explanation given is, that the war has utterly ruined the Southerners, and they have no capital to work the land. They run their farms—that is, an agent advances money to pay men, feed and clothe the blacks, &c.; and as everything has to be purchased on credit, it is only a question of time when the owners are to be ruined. Hence the broken-down appearance of some farms.

Atlanta is 100 miles south of Chattanooga, in the State of Georgia, and has a population of 34,308. It is considered the capital of the Southern States, and has a most energetic population. A matter happened at this time (10th July), which in fairness to settlers I think should be related. A coloured man called John Mitchell murdered the wife of the medical man of the district. He escaped, but was ultimately caught, brought back to the site of the murder,

surrounded by fifty armed men, and there heaped over with firewood, and a kerosene jar poured over the mass, which was then fired, and the man heard shouting out from below it : “ Hang me—hang me on de gum-tree ! save me, massah ! do not burn me ! ” until he died.

Whatever crime the man committed worthy of death, death might have been awarded him without the brutal and unchristian-like outrage there and then committed ; but I presume in all new countries, unless a terrible example be now and again made, the lawless population could hardly be kept amenable to reason.

In the hotel it created no comment beyond being a matter of course, and a necessary punishment for the sake of deterring others from like crimes.

In my next you will get my experience of Rugby settlement, in Tennessee, of which Mr Thomas Hughes, M.P., is the principal director.

CINCINNATI, *July* 1881.

From Memphis to Chattanooga is 310 miles, the railways passing various large towns, such as Corinth, 135 above the sea-level, with a population of 2460 ; Tuscumbia, 300 feet above

the sea,—both very busy places, with nice cottages, an agricultural population, and a large proportion of coloured citizens; and Huntsville, 440 above sea-level, with 6500 of a population. There is a fine railway bridge at the last-mentioned place. The country is hilly, with much wood; but there is very good land, well enclosed and cultivated, good streams, and it is a desirable place to settle in. Chattanooga is upon the Tennessee river, with a population of 12,892; it is 630 feet above the sea, upon a level piece of land, stretching to the river-side, and as far eastwards as the eye can reach, but bounded by large wooded hills of considerable height. These hills show continuous limestone cliffs, and the whole place is very pretty. There are several iron-works, and the Cincinnati Railway Company's workshops, &c., are here. The station is being built of stone, and although at present all is confusion, this will soon be got over. I saw and examined some well-cast 4-inch pipes here, marked "Chattanooga Foundry:" Glasgow, look out! no pipes will be sent for west of Chattanooga now. There is a very fine hotel here, Stanton House, quite a superior building, with a splendid approach, fine reception-lobby, and

verandah all round. The town looks terribly tumble-down, and there are no fences worth mentioning. At the church the pastor receives you at the door, shakes hands with you, and shows you to a seat. This certainly does a great deal to impress strangers with the kindness of the Americans, and compares well with the scant courtesy they often receive from us Britons. There are the sites of several battle-fields close to this. Look Out Hill is one of the favourite spots, and the view from it is most magnificent—an endless panorama of hills and woods, with the busy town in the centre. There is a splendid spring at Look Out station, clear and good, rushing out of the limestone rock.

Rugby settlement, or “Board of Aid,” as it is called, has a station for itself called “Sedgemoor,” 110 miles from Chattanooga, on the Cincinnati and Southern Railway, and the station is 1300 feet above the sea-level. There is a good hotel called the Tabard Inn; but although the distance is given at seven miles, it takes two hours to drive up in a one-horse waggon, the road being hilly and newly formed. The driver was a quiet young fellow, and could not be “milked” in any way; but a young man joined

us and gave all the information—not favourable from his point of view. He was well dressed and well educated, but he emigrated hastily, and would now rather be home; the cutting of wood and clearing of ground he does not take to, even at a dollar per day. The Tabard Inn is an excellent hotel, built of wood and nicely painted, fairly well furnished, and the English landlord receives you quite kindly at the door. Dinner was served as we entered, and some twenty guests appeared, mostly young men, but two or three ladies were present. The dinner was good, with coffee to wind up; and after it we went on to the verandah for a whiff of fresh air. There is a post-office, store, and many small log-houses. Alongside these are several very good houses, such as would do credit to any American town, nicely built, and enclosed with good palings. This latter is the great thing in Rugby town. Each allotment is enclosed, and the place has a tidy, prosperous look that most towns in America have not. I visited a garden belonging to the Principal, and found very large cabbages, cauliflower, and the ordinary garden fruit of this season, just as at home, but everything was

larger. The soil is light, but good, and the potatoes are of excellent quality. Vines have been planted, but are no height, although giving every appearance of success. These latter are being carefully cultivated, as the wine made from them is expected to be one of the leading industries of the settlement. Liquid manure is used for some of the more delicate vegetables.

Mr Blacklock's farm is about one mile from Rugby town, and a good amount of land has been cleared by him since his settlement in October of 1880. I should say altogether he has cleared about sixty acres of land, and it is all under crops of Indian-corn, oats, wheat, &c. The steading consists of a plain wooden house, with a verandah upon two sides, the domestic building being attached to the main house. The barn and cow-sheds are detached log-houses, well built. The garden and fields are enclosed with common Virginian fences, the access from the main road having a regular gate, with an enclosed approach to the house. The garden has potatoes, cabbages, pumpkins, and melons all growing well. The potatoes are a good crop, the cabbages a very heavy one. Altogether this farmyard has a healthy and prosperous look.

The timber mill adjoining has a large amount of wood sawn, ready for erecting any new settlement. The other houses here are all built of wood, and commodious. Several of them are really very fine, and no way inferior to the general run of houses in the best towns.

After driving for several hours through a well-wooded district, and having seen the place from different points of view, I am of opinion that the crops are equal to any I have seen upon newly-taken-in land between Chattanooga and Cincinnati. Although the soil is light, it grows good and luxuriant natural grasses. Blue grass also grows well, and spreads when sown. There are several cleared spaces upon the sides of the new road between Sedgemoor station and Rugby; the crop is being reaped and appears light. This cleared ground is upon a steep slope, and the stumps of the trees have not been cleared away. There are many acres of deadened wood—that is, the bark is cut to prevent growth and kill the tree, so that you have a forest with a crop in the spaces between the dead trees. The stock on the ground is common Mexican cattle, but there are very few of them. I can count in one lot eight, each with a bell similar to the

“bell of St Fillan’s.” They go where they can get pasture ; and save for the tinkle, their presence would not be known, from the quantity of long grass and underwood.

The views from the different parts of the property are really very fine, the “Cumberland Hills” being very prominent, and the scenery not unlike the district between Salisbury and the coast of the south of England near Portland. The best land is upon the east side of the railway, but little or none of it has been fairly tried for agriculture. It is all wooded and well watered.

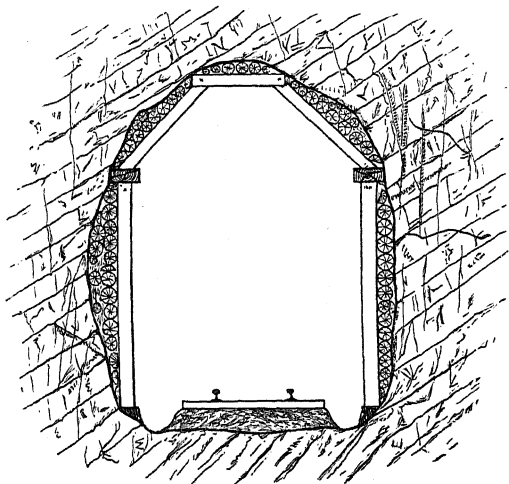
Young men work here for one dollar per day, and their employment is clearing land, cutting down wood, and forming roads, ditches, &c.,—the common work of a labourer. Those I met with are well-educated gentlemen, and quite unfit for such labour. They complain that they expected to get experience in stock-farming. As to this I can say nothing, as no one, I presume, here would object to their raising stock, or farming, and the few weeks’ hard labour cannot do them much injury. But it is not what they expected, and the day’s labour must in many instances be very unsatisfactory, the employer

having the worst of it. Coloured men work with them, and this is objectionable from many points.

In Rugby town there is the rare advantage of a little good society. In passing many of the houses pretty British faces appear at the windows, smart young Oxonians meet you, and the good dress and manners of the men must impress their American brethren. Soft music floats from under verandahs, and at the store or post-office you meet British faces, and hear refined language ; rather rare in western towns. I do not think Rugby has anything to fear as a settlement. The pasture is good, and although the heat may this season burn it up, still it is no worse, but much better, than most of the stations that have come under my notice.

I now return by the newly made road to Sedgemoor station, and continue my route by the main line to Cincinnati. Glenmary station is upon the northern side of the Rugby settlement, and 1300 feet above the sea. The water appears dirty white, and not so good as at Rugby. There is a high railway bridge and many log-houses. Flat Rock is 1240 feet above the sea-level. The land is untouched woodland,

with rocky subsoil, and a deep valley all along the side of the railway. The river here is heaped up with dry broken timber; in many cases it has been fired to destroy it. At all the turns or bends of the river there it lies, heaped up 30 or 40 feet high, and it must be a source of anxiety to the railway company,



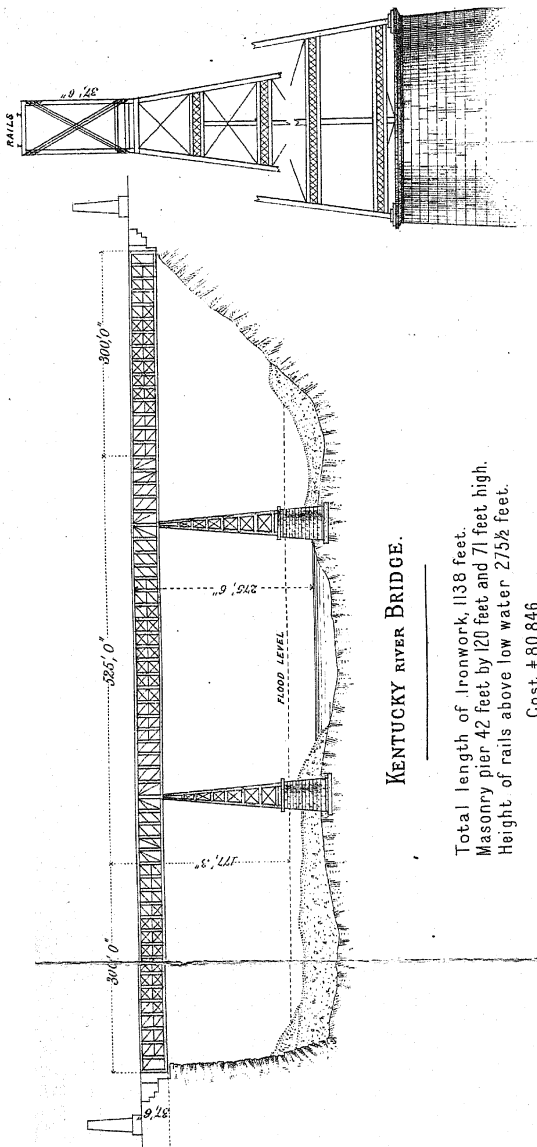
A Tunnel.

from the risk of a rainstorm carrying it down and destroying the bridges. High Bridge is a station with a bridge over the Cumberland river about 200 feet above the water-way. It leads directly into a tunnel, and this is so common

along the line of railway here, that it would simply be a repetition of the same scenery to detail it. The tunnels are cut through the rock roughly; the sides are then shored up with heavy beams, and the top made to form three sides of an arch, planked like a brick-bridge centring, and then the space is wedged up with short timber. There are twenty-seven tunnels, and the smoke is perfectly suffocating in the carriages. The windows are shut by the conductors before passing through, but even with this precaution the carriages fill with smoke, and the journey is most uncomfortable.

The bridge over the Kentucky river is one of the highest in the world. The total length of the ironwork is 1138 feet. The masonry piers are 42 ft. by 120 ft., and 71 ft. high. The iron pier at base, 28 ft. by $71\frac{1}{2}$ ft.; at top, 1 ft. by 18 ft. The depth of truss, $37\frac{1}{2}$ ft.; width, 18 ft. Height of rails above low water, $275\frac{1}{2}$ ft.; and above river-bed, $279\frac{1}{2}$ ft. The cost has been £80,846, and the engineer was Mr C. Shaler Smith.

The train goes over it very slowly, and looking down at the green river below, the height appears immense. It appears a very strong



KENTUCKY RIVER BRIDGE.

Total length of Ironwork, 1138 feet.
 Masonry pier 42 feet by 120 feet and 71 feet high.
 Height of rails above low water 275½ feet.

Cost £80,846

Engineer. M^r. C. SHAFER SMITH.

bridge, although there is much less iron used in the construction than with us.

The whole length of the Cincinnati Railway, from Glenmary at Rugby to Kentucky River Bridge, is a most beautiful country, the land in many cases being well cleared and enclosed. The population consists of as many or more blacks than whites. The houses are generally plain, substantial buildings, with many log-houses; and at the railway stations there are frequently large and well-kept hotels, where the charge for board is from 2.50 dollars up to 6 dollars per day. The value of land may be taken at 4 dollars when uncleared, but good cleared farms bring 30 dollars or more. The subsoil all through Kentucky is rocky, freestones or limestones. Lenington is a large town, and the country-houses are like those at home; in fact, this is the case all through Kentucky. The country-houses have parks, stone walls, and well laid out ground round the buildings. The value of some of the villa residences must be very great, as they are got up luxuriously. The district is 950 feet above sea-level, and well populated. There is a fine cemetery here, nicely kept; and the railway runs for many

miles by the side of the Kentucky river,—which is deep and wide, with wooded banks on both sides, and fine land,—until Cincinnati is reached.

WASHINGTON, *July* 1881.

Cincinnati appears more scattered than any town I have yet seen in America. All the houses next the depot are poor, or like sheds, and the place generally very dusty. It is 430 feet above the sea-level, and is the seat of an immense amount of business. The population is 255,708, and the whole side of the Ohio river is occupied by lines of railway. There is a bridge over the Ohio of great span and height, the piers being built of limestone. One of the principal manufactures is furniture, and the designs are of the best, and now sold all over the States. The waggons and wheeled conveyances made here are very strong, and admirably adapted to the country, the wheels being light, and much better put together than any English-made ones I have seen. I visited Goff's distillery for the manufacture of rye whisky. Mr Goff with great courtesy showed me over the works, and these do not much differ in arrangement from dis-

tilleries at home : they do not save space, or show any ingenious American arrangements for facilitating the manufacture. There are no large stores as with us for the bonding of the manufactured spirit, but small lofts like granaries, as it is not kept in stock for years, but sold off at once. The ingredients for making the better class of rye whisky are the same as for our own ordinary whisky, but with rye taken in certain proportions in place of malt. As yet the refuse dreg is simply thrown into the Ohio river, but this will ultimately be stopped. The system used by Scottish manufacturers to get rid of the surplus dreg, and do away with what may ultimately be a troublesome consideration to distillers in America, was anxiously inquired into. Questions as to solidified dreg, its manufacture and selling rates; if in cakes, how sold, and for what money; the uses it was put to, and if for feeding animals only; the machines used for its manufacture; and the reason for our distillers forming a company amongst themselves?—were also asked of me by Mr Goff.

Vegetables and orchards are very common here. The cabbages appear of more than usual

size, and so does the common garden produce ; but the gardens never have the trim, neat appearance of our orchards. Land is here of so little value, the whole area is cultivated as required, and when the crop is lifted no other immediately takes its place, unless upon rare occasions. The ground is cultivated, cropped, reaped, then some time afterwards again cultivated. This may be necessary from the winter, but it leaves the gardens very untidy with decayed matter.

The water used is from the Ohio river, and filtered by precipitation. Mr Goff says it is very good ; and as no other means can be devised readily for supplying the town, it has to be adopted. When it is considered that the Ohio must pass through several hundred miles of country before reaching Cincinnati, and a number of large towns are on its banks, the sewage of which is thrown into the river, it is not pleasant to think of drinking the water. I imagine this must be the reason of the many pale faces, the great mortality, and frequent epidemics in towns in America. The heat is now intense, and the mortality from sunstroke several hundreds daily. However, I do not feel

the heat troublesome. I keep well under the shade of buildings, always carry an umbrella, walk slowly, and pity the poor fellows working at railway cuttings and firing engine-boilers in the manufactories.

There is a large skating-rink in the open square here, lighted by electricity, much patronised in the cool of the evening by both sexes. They go at a most tremendous rate, and enjoy themselves very much. The electric light is much used here, and burns steadily and well, throwing a great blue-white glare over the spaces to be illuminated. It is frequently placed upon high poles, or at high windows. There is a fine cemetery here, and any amount of tramways. Every street seems to have them, and by sitting in the car for a few cents (10) you get an excellent view of the whole town by simply sitting still. There is a good publisher's shop here kept by "Thomas Clarke," and he is, I understand, one of the leading men of Cincinnati — a Scotsman, of course. There are numerous fine country-seats and well-laid-out grounds all round the city, giving it an appearance of wealth and comfort, which the railway depot does much to shake.

What a pity the railway men cannot expend, say, 1000 dollars or so, in gardening the railway slopes next the town! The soil would grow anything, and a small sum would do much to allay the feeling of dustiness and dirt. The schumut plant, with its fine green leaf, would grow well, and odd corners planted would be all that was required. Eight years are enough to grow a big tree here.

Blanchester has fine land, and all cultivated, the fields being properly enclosed. The land bears good crops, and is worth at least 20 dollars per acre. Unfortunately there is no drinkable water, but the houses are carefully kept, and the place appears prosperous. It is 920 feet above the sea. Greenfield, a fine rolling country, 820 feet above the sea, is good land, and well cultivated, but has no water. Musselman junction has a very dry, burnt-up appearance, but the land is good. The subsoil is red clay with small stones and chocolate-brown soil. At Bamden station, 670 feet above the sea-level, there is a lot of ironstone laid down on the side of the station. The grand scenery of the Alleghanies now begins. At Helenboro' there is a very pretty valley, bearing good crops. The

land is worth 5 dollars per acre at least where newly taken in, but it appears a good deal neglected, as the population is sparse. Oakland is one of the summer resorts of the Americans. It is 2230 feet above the sea-level, and there is a splendid hotel, belonging to the Baltimore and Ohio Railway Company, built of wood. There is a verandah all round the house, and every breath of air is felt. The wood is the finest white oak possible. A band plays every evening, and the ladies go about in beautiful toilets. Deer Park is six miles further on, with the same characteristics. I admire these wooden buildings, from their taste and neatness of construction. Although there is plenty of stone, a wooden erection is better, cheaper, and more rustic than one of brick or stone. All the waiters are coloured citizens of various types. I spent some time here, walked about, and examined several hotel boarding-houses, and villas: 1800 dollars can purchase a half-acre lot, with a house of eight apartments, well built, with a good spring within its own boundaries, a fine view, a nice garden, productive orchard, and other adjuncts. There is also a good stream through the valley, 20 feet

wide, 3 feet deep, and running, say, three miles per hour. There are various mineral springs in the grounds. Bloomington is 935 feet above the sea—a very fine valley. At Paw-Paw there is a large tanwork of splendid construction, and several other buildings. There is great prosperity here, and land is worth 100 dollars when cleared; the principal employment seems tanning. The Potomac now comes into sight. It is about 100 yards or more wide, and seemingly 5 or 6 feet deep. It is very clear, and delights my eyes from its home-like beauty.

Cumberland, where the Baltimore and Ohio Railway Company have located their steel works, is a large important town, with 10,666 people. It is the seat of great coal interests, and looks like the vale of the Clyde. The station is simply splendour itself. The Potomac Canal and the Baltimore Railway both pass through here, and the place is busy in the extreme. The train has now to pass many sharp curves, and the continued fine scenery again reminds me of the scenes near Dunkeld and Athole. Sir John's Run is the most noted place near this; and Berkeley Springs, with its magnificent hotel for 500, follows close; then Cherry

Run and an old English fort, garrisoned in 1775; and we now come in sight of the Chesapeake river. The high land here would be dear at a dollar per acre, but there is better land further down hill, and near the rivers.

Harper's Ferry, one of the 'scenes I most desired to see, was soon reached. John Brown's Fort now lay before me, and a fine iron bridge. Which to admire most and longest was my difficulty. The old fort is marked "John Brown's Fort," and is of common red brick. The ferry is very shallow, and could easily be waded, although there are many boats upon the river. The Potomac is here very rapid, clear, and on the whole very lovely, and interesting to a degree. The passengers are a sleepy-looking lot; won't speak, won't explain, or are unable to do more than answer me, "Yes, sir;" "No, sir." This was the great battle-field of the Secession war: but no one, not even the guards, have one word to say about the matter.

The springs in this district are many, most beautifully situated, and have excellent medicinal qualities. "Hops, promenade concerts, picnics," are among the attractions offered to the visitor, and board costs 3 dollars per day to

18 dollars per week. Other springs are much about the same price, and the food is very good indeed.

The land is here rocky and poor in many cases, but much of it is well cultivated and enclosed. From the great amount of mineral wealth—coal, lime, iron, &c.—it sells very high indeed, and seldom at an agricultural value. The district is well peopled, for there are many towns giving employment to a large population.

Reaching Washington, we find a good depot, with lots of conveyances ready waiting. The hotels here are legion, and of all sorts, from the palace to the ordinary railway rooms. The first beggar I have seen in America accosts me here, and confesses he has been drinking,—that all his money is spent; and begs a dime for a glass of beer, and so on. The fellow is well dressed, like a good workman, and appears to tell the truth,—so he got his dime.

The Baltimore and Ohio Railway certainly deserves a word of notice. The country through which it passes abounds with engineering difficulties, and I must accord their engineer the praise he merits for his skill. All the bridges I saw have heavy solid piers, giving safety in

floods and from ice. The superstructures are light, but cleverly and safely set on the supports; and there is a sense of security here I have not felt in America before. Again, the ballasting, rails, and permanent way are well kept, the signals all upon the block system, and all the lines are enclosed. The Pennsylvania Railway, too, is a perfect model, comparing well with our best lines, and in no way inferior to them in signal arrangements or permanent way. G. B. Roberts is the president, W. H. Wilson, consulting engineer, and Joseph M. Wilson, engineer for bridges and buildings. The Baltimore and Ohio Railway has John W. Garret as president, but the engineer's name I could not ascertain.

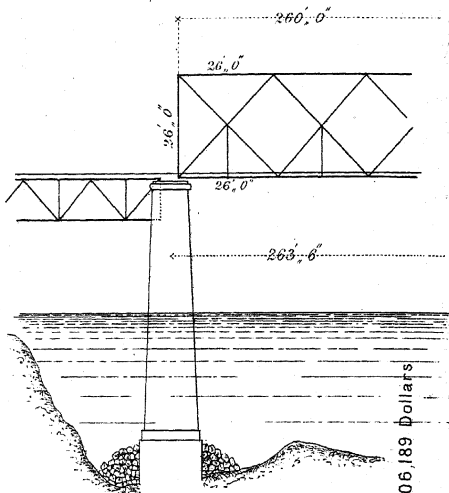
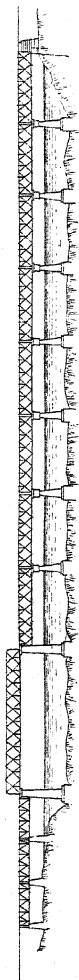
Washington is a rather dreary, depressed town. The causeway is good, for the first time in my American experience. There is well-laid asphalt in the centre of the main streets, and good pavement. There are trees in all the public streets, but there is very little business going on. The Capitol, of white marble, overshadows the whole town. The soil is poor and sandy. The magnificently laid-out avenues finish at poor shanties, or very mean-looking

wooden buildings, all having a broken-down look. The crops in the neighbourhood are decidedly poor and neglected. Washington has few inducements, unless of the legislative kind, and that is not sufficient *raison d'être* for a city.

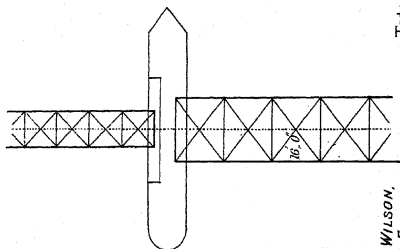
BALTIMORE, 1881.

Baltimore is a town of 332,190 inhabitants. It is a very busy place, but with much diversity of style in its buildings, the elevators near the harbour, from their great height, taking the most prominent position. The trains are carried across the bay or harbour in a large steamer, being run bodily upon the boat with the passengers in the cars, and then shipped across the harbour, about half a mile wide, run into a dock, hooked on to an engine at the landing, and off again. The harbour is land-locked; still in winter there is a good deal of rough water, and I am curious to know the effect upon the passengers. The passage of the Forth, it appears to me, might be effected in the same manner, and so the necessity for a bridge be lessened. The crops are poor, and, from the sandy soil all along the coast, agriculture must suffer in a dry season such as this.

BRIDGE OVER THE MONONGAHELA RIVER,
PORT PERRY, PENNSYLVANIAN RAILWAY.



ELEVATION.



PLAN OF PIERS.

Total Cost, 106,189 Dollars

Engineer, JOSEPH M. WILSON,
M. I. C. E.

Still there are good crops of Indian corn. Vegetables appear to be cultivated largely; and market-gardens, orchards, &c., are very common, and prosper even upon the light soil. The houses are all of wood, and not so neat as those I have seen on the side of the Potomac river. There is a large bridge at Port Perry, and the ironwork appears "slimmer" than usual; but I understand it is a good strong erection. This place was the famous building-yard of the Baltimore schooners and clippers during the American War of Secession, and in former wars also; and it is still famous for its building-yards. The line is now quite close to the coast, but seemingly goes inward occasionally to avoid narrow inlets, of which there are many. These are crossed by light timber bridges, having swing-bridges in the deepest channels for the passage of vessels. The eye never wearies here, although the land is very level and swampy. It sells at all prices from 10 dollars upwards, but is reputed worked out, and bad for farming. It does not, however, appear nearly so poor as many of our farms having the name of good land, and letting at 20s. per acre.

Philadelphia, the Quaker City, has 846,984 inhabitants, and is the cleanest and handsomest city I have yet entered. It is well paved, and the buildings are really very fine. The people are quite different from any I have yet met—better, and seemingly more wealthy and prosperous, than those of Boston or St Louis. They are more staid and composed; in fact the Quaker element is all through them, and sobers the active and offensive American. They are sharp at all business affairs; and it must be a really good place to settle in, although a situation will be hard to procure. I should think a good character here would be indispensable, and a careful man much sought after; also, that the restless individual would have no chance of employment. There is a public park, nicely kept, and some rustic work next the railway is very pretty. The ponds, walks, and enclosures are all neat, regular, and carefully looked after, with nothing whatever of Western America in them. The land is enclosed and cultivated, near the city rented—and if for sale, 200 to 300 dollars per acre. Board costs 3 dollars per day in a good hotel. Describe the buildings I will not; but I may

say that they are very imposing, and in any of our leading cities would stand second to none. I am anxious to get to New York again, though sorry to leave this.

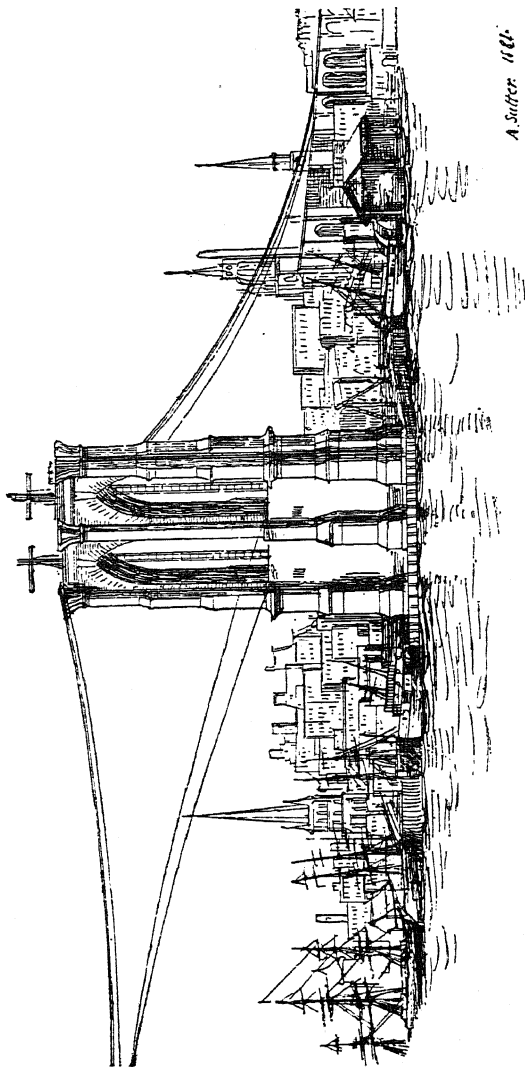
The cars are filled to overflowing with well-dressed refined people, and I feel the only worn-out dirty fellow present—the heat has so tanned me, and the continued travelling made me feel rather of the vagabond class. An officer of the United States Navy gave me a great deal of information as to that branch of the service. It appears as if the greater part of the fleet was employed in the useful but hard work of surveying the coast continually, each officer being employed upon very active service. The system of surveying is like our own. The land passed over is still light, with hard igneous rock cropping up; but it is well enclosed, with large fields and good handsome villa residences all along the line. The land is here all worth about 100 dollars per acre, and there is no wood or stumps of trees in the fields. All is in a high state of cultivation. Boys sell apple-juice at all the stations, as well as lemonade; also fruit, and lots of apple-tarts, all really good, and the pastry light and agreeable.

The railway from Philadelphia to New Jersey is very level, and the land is good—frequently, however, marshy. As with all great cities, the approach to New York has villa residences at all sides. These are generally built of wood, with fine gardens, lawns, and orchards. Villages also become more and more frequent, and in these the humbler residences of clerks and others are seen in great abundance. The fields are all enclosed; but close to New York, on the New Jersey side, the swampy nature of the ground prevents any enclosing. Close to the town the swamp is quite depressing. There is a canal, with many manufactories upon its sides, and very little shipping upon its waters, as Americans are rather prejudiced against canals, if other modes of conveyance are to be had. At last the wharf is reached, and the train unloads its multitude, who embark in one of the handsome steamers, and are quickly run over to the Baltimore and Philadelphia Wharf, New York. The old nuisance of cab touts now begins; but the Tremont House omnibus is in waiting, and I allow the driver to hand up my belongings—for the Fifth Avenue Hotel—and am soon put up in No. 394 of that caravansera.

A Turkish bath in Madison Square proves that when in good condition a man never loses weight. I am, after two months' incessant travelling, with the thermometer from 90° to 100° , the same weight as when I left. The bath process is the same as in Edinburgh, but rather longer in the operation. Madison Square Theatre is a very attractive and well-arranged house. A good seat costs a dollar, but there are many places double this sum. A book is given with the ticket, containing a brief description of the play—"The Professor." If a lady accompanies a gentleman, she receives a handsome bouquet of artificial flowers, perfumed, and attached to the book of the play. Everything in the house is elegance itself—the paper, the walls, the curtains, &c.; and the book of the words informs you that "the new curtains are of the very finest material made," costing very many dollars. A barber's shop attached to the hotel gives the last New York cut to your beard. The care taken with you when under the skilful hand of the operator is very pleasant: the shampooing is refreshing beyond what Britons are accustomed to in their native land. The charge was 1 dollar 50 cents.

The over-head railway is a most agreeable way of travelling. Of course you feel that anything going wrong would be attended with a nasty fall ; but the fare all round the city to the various stations is so moderate—about sixpence—and the view so really fine, that unpleasant fears are forgotten in the speedy journey. The new St Patrick's Cathedral, built of white marble, is disappointing ; but perhaps I expected too much. The site is not, as generally shown, a large and imposing one, but only a corner of a block, say 200 feet long and 130 back ; the building occupying this site, and close to the street, is consequently much dwarfed in appearance. Again, it is poor in design, the material alone being the attractive point in the building. The Public Park is a splendid place of recreation, naturally laid out with large rocks. It allows the children ample room to play, roll, or amuse themselves in any way ; and the surface being untouched, gives the Park a natural and unrestricted look which ours have not yet got on this side of the Atlantic. To all this add handsome ponds, bridges, and every other inducement to wander at will. If you are lazy, any number of omnibuses are quietly waiting to be filled for

a drive round, said drive being many miles in extent, fare a quarter-dollar. If heated and dusty after the ride, there are capital hot, cold, or swimming baths at the terminal points, fare a quarter-dollar to one dollar as you require. These cars run all over the city from the Broadway to the farthest-off street, and the fare is very small indeed. If ill, you can select various hospitals, where every attention will be given you, the only qualification being that you are sick and require attendance. The great suspension-bridge over the East River between New York and Brooklyn cannot be looked at without admiration, and it certainly is the finest piece of bridge engineering I have ever seen. From the New York side the approaches are of stone, partly arched and partly solid. They are 80 feet wide between the parapet walls, and the masonry is of huge limestone blocks, rough as taken from the quarry, where they form the sides of the work, but the beds for building are most carefully dressed and jointed. The mouldings are very bold, and look well. The towers for the chains are at the base 134 feet and 56 feet thick, and 268 feet above high water. They are splendid pieces of ma-



Suspension-Bridge between New York and Brooklyn.

sonry and well proportioned, the roadway over the river being 136 feet above high water. The actual span across the river is 1600 feet, and the whole length 6027 feet, or one mile and one-seventh in length. The work is not nearly finished, and cannot be for many years. Already the cost has been ten millions of dollars, and it does not seem an extravagant price for such a magnificent structure. It looks a bridge, and is a well-proportioned one. I have seen the drawings of the proposed bridge over the Forth at South Queensferry, and must give the American the palm for design, the Forth Bridge certainly having no pretensions to anything like a bridge, but an erection to get over water or space in a kind of a way, safely, without regard to appearances. Masts of great length adorn various squares, but not one comes up to the splendid one I saw at Buffalo. Generally they have cross-trees and a top-mast to give height.

The police are neatly got up in white helmets and handsome tunics. Their truncheons are heavier than ours. They are the best-looking and most intelligent men I have seen in any police force, quite gentlemanly and civil. They

are selected from the army or navy, and have good pay. Madison Square Gardens are always crowded with nurse-maids, children, and idlers. Raising the large flag-staff affords amusement and instruction to some 700 idle fellows for many days. I now wander to the lowest parts of the town, and can assure my readers that there are a great many poor people in New York,—people who are actually starving for lack of food—food that is wasted daily in hotels in New York, wasted in a way I never conceived human beings could waste, and with a recklessness and prodigality that made me ask about it, and hope it was given to the starving poor continually passing. I never saw poorer people; but was assured that it is only the very depraved, lazy, drunken, &c., that are ill off. I doubt it, but hope it is only my mistake, and that there are no poor.

The street porters and hangers-on at the wharves have many chances. They are a very rough lot, and ready for any mischief; but I go along by the shore, and look at the restaurants, and the poor food shown in the windows. This may be the hotel refuse redressed, but it is not nice to look at. I saw a child to-day

at table in the Fifth Avenue Hotel certainly not thirty-six inches high, white-faced, dressed unlike a child, more like a monkey for an organ-man. It takes at breakfast coffee, one mouthful, milk rather more. The milk being iced, it asks for a steak and gets it, eats a mouthful; then it asks for clams and tastes them, then strawberries, then an orange, then a piece of water-melon, then bananas; then its mamma entreats it to try something else, and it does so. All this I swear to. The rejected food is thrown aside; and when I question where it goes, the answer is, "Well, we have not yet come to the food question; there is so much of it, our poor never want. With you it is different; with us we have abundance, and as yet do not require to think about such; it is generally thrown away." All which is truth. I have watched toilets to-day. The ladies are certainly well dressed in Paris fashion, always with very light gloves. Each lady carries a purse daintily in her hand—a regular temptation to dishonesty. They wear neat boots, white stockings, black dainty petticoat all jigg-mareed round the side, held a little up to show the boots; a glittering belt surrounds the waist,

which, from tight lacing, measures probably 11 inches one way, and $7\frac{1}{2}$ the other diameter. The dresses fit very neatly without crease. The ladies' faces are not pretty, but sensible, and dreadfully hard.

All municipal notices are inserted in a column for this purpose in the leading papers, and I think this a good idea. It is here the outcome of necessity from municipal indiscretions or cupidity; and I do most earnestly wish that the city of Edinburgh would insert all notices for contracts, or feus to sell, so that every one might read at a glance what the municipal bodies are doing.

A very good watch-glass to-day cost me 25 cents, say 1s., fitted in; and when conversing with the shopman, he anxiously asked, "How do you like us?" English watches sell high; those to be had here for £18 or so, sell in New York at about £25 or £30. Aneroids are seldom seen or understood; in fact I have not met a man who had seen one in my five thousand miles of travel.

I admire the absence of begging signs stuck up at churches, &c. All over London you see "Supported by voluntary subscriptions" at

all infirmaries, lifeboats, peripatetic travellers' schools, &c., and in most unlikely places. Some Americans travelling in England asked me, "Have these people no shame to beg?" but I replied, "No. Such places are got up, and really do good; but many say they are for the use of secretaries and suchlike. Those who send money to the heathen and neglect their neighbours' wants, stick such up; but we are used to it, and simply pass such over, although great numbers give."

And now my story is nearly told; but advice, such as it is, kindly permit me to give as to land. All land is sold in squares of townships six miles each way; then sections one mile square, numbered according to the county in which it is situated. One mile contains 640 acres, and this is subdivided into 40-acre lots. The boundaries are marked on trees by what are called "blaze marks"—namely, a cut upon the side—each mile being 80 chains in length. No natural features are shown on the plan, and a stranger has to trust his location to the agent. It will be readily seen how easily he may be taken in, and cultivate for years the wrong possession, before he

discovers it, or another discovers it for him. He takes the lot at his own risk, and it will be seen the risk is very great. In my opinion, the readiness of the American to part with his possession arises from want of knowledge whether he has the land or not.

The distances I have gone over are much greater than a traveller in this country can well conceive. As mentioned at page 36, from New York to Chicago by Boston was 1379 miles: and to this I have now to add,—from Chicago to Pierce City and Vinita by St Louis, 781 miles; Vinita to Memphis by St Louis, 990 miles; Memphis to Cincinnati, 645 miles; Cincinnati to New York by Washington and Baltimore, 900,—together, 4695 miles: and the cost has been, including a return ticket by the Cunard line, £125 sterling, although the thing might have been done much cheaper.

I returned in the steamer *Batavia*, and amongst other gentlemen was the Rev. Dr Armstrong of Richmond, Virginia, a most pleasant and agreeable companion. There were also the usual number of agreeable companions that one may never again meet in this world.

The voyage was quick—ten days; and with

the exception of two days of fierce gales, the weather was very delightful.

I have an idea that if the Atlantic steamers would simply cut out their masts, the voyage might be made in much less time. Every vessel I have seen appears overmasted, and the great surface opposed to the course of the steamer may one day lead to the trial of speed between a masted and an unmasted ship.

I shall conclude with some remarks on emigration and the customs of the settlers, and also as to the class of emigrants who are likely to succeed.

ADVICE AS TO EMIGRATION.

FROM what I saw of the States, my opinion is that any young man, not under twenty-one, should, if able and willing to work, go out, and he will do well in any walk of life. The country is so very large, and there are so many different employments, that a man may readily change his occupation if his first start is not so successful as he would wish.

To the small farmers of Scotland it will afford, for their sons or themselves, scope for their qualifications which they cannot get at home; and where there is a large family of boys, the United States will offer immediate, remunerative, and constant employment.

Farms can be purchased at a small cost, not more than the rent of poor land in Scotland—say 10s. per acre uncleared; and for 20s. per acre a good piece of land may be procured,

partially cleared and with a rough farmhouse and steading erected. The money does not require to be paid at once, but will be taken in seven instalments or less.

Purchase from a company rather than from a private individual. It is a little more expensive at first, but they generally give a better title, and it includes the first cost of the title, and the investigation of the same. Again, it gives better security for the property being actually in existence than from private speculators in land, who, if all be true that is spoken of them, are a rather risky lot to purchase from, and are not scrupulous in their transactions.

If the land can be procured from a Government agent, it is better than from any source, I should think; but the reports are to the effect that all Government land is sold, except lots of 160 acres for actual occupation by the parties, and this in sadly isolated places, where residence means actual banishment from civilisation.

If the farmer possesses a little means, a few years may make him perfectly independent, and leave the land his own property. Seven years, and less, are freely spoken of as ample time to realise a good large sum of money by farming.

He can, of course, add to farming many employments, such as that of a miller; and a knowledge of machinery in connection with mills will be a source of ready employment.

A carpenter should settle in some small town, and if he adds to his employment farming, the two may bring him a very good income. A painter, printer, or any other tradesman, is certain to obtain employment, but perhaps not in the larger towns at first—in fact, he must not be too nice, but must “learn to labour and to wait.”

The only men I have seen who were discontented were the young men at New Rugby, in Tennessee; but these were well-educated men, brought up with every luxury, and to them living in a log-house must have been very trying. They should, of all other men, have known what was before them. Many books have been written, and ample information is given, as to the state of matters in a new colony; and being educated men, they should have given a few days' consideration to the matter before coming from home.

In my short run through Canada, that colony did not appear so pleasant as the United States.

More of home there certainly was, and it has the advantage of being under British laws ; but the land appeared poor and difficult to cultivate, although there was good land in the bottom of the valleys. I did not see much stock, or the crops looking so healthy as farther south. Near London there certainly was great prosperity, well-built houses, &c., and it was difficult to realise being from Britain. At the same time, I did prefer the States land and ways. Canada was very like home, and seemed to go entirely after the manner of home—the States relieved themselves of encumbrances; but in both dominions the people seemed prosperous, and actually were so, and with less exertion than at home. The best land appears to me to be on the banks of the Mississippi, but there is no doubt it is unhealthy in many places. The parties I spoke to about this all mentioned that farms there could be readily managed by an occasional residence, say four days per week. This is costly if railway or steamboat fares are considered ; but it is not very costly to go simply to the higher grounds, say ten miles from the river, where healthy residences can be obtained. This land near the river grows every description

of crop, without any distinction—wheat, maize, cotton, sugar, rice, and so on ; but there are few neighbours, which will be a serious consideration to many people. There are, however, many large and prosperous towns, such as St Louis, Cairo, Memphis, New Orleans, and so on, where those purchasing land may reside and conduct affairs well and successfully. In Tennessee the land is liable to be parched by long droughts, and this year (1881) it certainly had a rather burned-up appearance ; but throughout the Southern States and all over America the heat was excessive, therefore the seasons generally should not be judged by this one.

Between New York and Boston the land is rather light in most cases, and south of New York, about Baltimore and Philadelphia, it is very costly—indeed, quite as much so as in our own country ; and on the side of the Potomac, by Harper's Ferry and towards Paw-Paw, it is quite a densely peopled country, giving good employment to all. Now land taken near Boston or New York would require to be rented, not purchased ; but if purchased, it is much better than secondary land in Scotland, and would give a very good return to any struggling far-

mer from this side of the Atlantic. It has also the great advantage of being near the great seaport towns, and within, say, fourteen days of Britain. The Americans of the eastern seaboard are very hard to bargain with. They are genuine Yankees, and get the name of great sharks at a bargain, and would be apt to overreach new-comers.

I have often pressed large proprietors in this country to consider the propriety of purchasing an estate in America as an outlet for their tenants. The young men would look forward to the pleasure of an American visit, knowing it was their laird's land, and without the dread, as at present, of journeying to a far-off country with the possibility of encountering sickness amongst strangers and far from home. To many estates this would be a decided advantage. It would give the proprietor the selection of his managers from his best tenants, and it would give the tenant the advantage of settling amongst his own immediate acquaintances, so that in a few years the American estate would lose all the terrors generally felt by country people in settling at a distance from their own district. The place would be looked forward to

as containing many acquaintances, and a desire to meet them would induce settlement; so that I am confident the advice given would open up a most profitable outlet for our surplus population.

The Missouri Company of Scotland's lands in the county of Barry, Western Missouri, afford good grazing and ready access to all parts of the country. The land is well adapted for sheep, and can be procured at a moderate rate; it is also well wooded, and being near the western limits of wood, this will make it in time very valuable. The district is watered with numerous good streams, and contains minerals and medical springs, so that it is suited for invalids.

When a location has been fixed upon, the purchase of stock will be about the first matter necessary: sheep cost from 1 dollar 70 cents upwards, according to the breed. They are very difficult to manage, and in warm weather require to be supplied with water—more so upon their coming from off a journey. A large supply of Indian corn must also be laid up for winter feeding: this store, the new farmer will find, is in a shed open all round, but covered

with thatch to save the corn from the weather. Cattle will cost from 10 dollars upwards; and I have heard farmers say that in a few years good stock cattle might even cost 15 dollars a-head—this seemingly great price being far into the future. Good horses cost more than in Britain—say 200 dollars each; but unbroken horses are very cheap, and do much of the work.

Wire-fencing is put up when required between proprietors, and the law is much the same as at home—the fence being payable mutually. Wire-fences are frequently “barbed;” and I have to caution settlers against such fences, as it appeared to me dangerous to stock—my experience being that several horses had to be shot when they had run against such, the wire cutting and wounding them dreadfully. A sight of the fence-wire used will make this apparent to any person. The cost is about a quarter-dollar per yard—say 1s.

The Virginian or snake fence is most effectual and cheap where wood can be procured readily. On the prairies it cannot be erected, the cost of wood being so great; but in general it does not cost more than 10 or 15 cents per yard, and

even this is in some places too much. A good fence, however, should enclose each allotment as soon as possible.

Wolves in winter are common in the western settlements. At first this was firmly denied; but after a little they were admitted as existing, so that settlers should be prepared for them. In the western districts in winter a strong fence making a "ranch" to shelter stock from such visitors should be made. Other wild animals—such as bears—are also to be met with. I saw many black snakes, one water-snake, and some vipers; the rattlesnake is common in the Western States—more so in Mexico. All are very dangerous; and although the bite may not be fatal, they should be avoided.

Poultry is cheap, and every farm has lots of turkeys and suchlike. Eggs sell at 5 cents per dozen in Missouri when at 1 dollar in New York; but the settler cannot get such profits, the carriage being very great. Tinned eggs appeared to me a traffic not yet thought of in the Western States, but to be developed soon.

There are two crops of Indian corn, the one sown early being ready in June. It brings a big price, the corn-cobs being a dainty. This

crop is, however, liable to injury from hail, and I saw many fields stripped bare in June, not a leaf being left upon the stalks. The second time of sowing is in May, so that the young plant is not injured by a hailstorm, but recovers and ripens about August, when there is little danger from such.

Locusts are very common, and eat every green thing, so that although the land is cheap, the crop may be rendered not worth lifting. To this affliction you can get no other advice than "a stout back to a steep brae." Face it, and make the most of it, without bewailing your hard lot. Do not grumble; something else will be abundant and make up the loss, you must hope.

Implements cost rather less than at home. They are now generally made in Cincinnati, and very well made they are. A democratic cart or waggon with four wonderfully thin wheels, which will carry everything required about a farm, from seed-potatoes to a young bull, need not cost more than 90 dollars—with a hood additional for hot weather, say 10 dollars more. A buggy for driving about in will cost 70 dollars and upwards, according to finish.

These prices are in new settlements, and will vary each month.

Tinned meats cost much less than at home—say one-half. You should purchase from the wholesale dealer if there are many mouths to fill; but it is only the first winter you require them. Pigs are cheap—run almost wild—and furnish your winter provisions after settlement. Game is said to be abundant; but I saw very little—one deer only, and never another thing like game. Very few birds, and the few very pretty, but not fit for food.

Apples, pears, peaches, and so on, are very abundant. You can, in hot weather, really get a good substantial meal from apple-tarts as made by Americans. Plenty of apples and fine thick paste do make a “square” meal, with some fish, in warm weather, and it is ample for most men. In winter salted provisions are used; but frozen provisions are quite common even in the Southern States for a short time. Common-sense will in this important matter guide the settler.

A house of, say, kitchen, parlour, and four bedrooms, rough, but well put together, will cost certainly not less than £35 sterling. It,

however, depends upon where it will be : in a rough uncleared district half this sum will be sufficient, and your nearest neighbour will assist you to build it. A rough log-house is really very pretty and most comfortable, winter and summer. In the Southern States, log-houses are not so common as in the Western States, or Canada.

A barn or shed 50 feet by 18 feet by 13 feet costs in Illinois 50 dollars, and this seven miles from a good large town of 10,000. Half of this would be too much in a western settlement ; but if there is a rush to the location, it may and will cost ten times the above sum.

If your location is not near another, you have an advantage in pasturing all round it, and you can have any amount of stock pasturing : no one can find fault with such, as it is allowed if unenclosed, so that a man may have 10,000 sheep, and no person can complain ; but if you have neighbours, such cannot be : you are not allowed to pasture upon their land. Sheep, cattle, pigs, and so on, are continually met with, squatters being their owners. If your neighbour has no funds to put up a fence, common-sense will be your guide not to

pasture his land, the disregard of this frequently leading to bad feeling. Natural grass for hay can also be cut, if the owner is not wanting it, and this over large tracts of land, so that ample provision may be made for winter feeding. One day will make the hay crop, such as it is; afterwards the crop may be heavy. If the land has been cleared, the crop then requires assistance to cut, turn, and throw into ricks. In the Southern States coloured labour costs about 1 dollar 50 cents per day, and upwards. The men are willing, good labourers, but fond of ease, like other labourers. I need hardly say, do with as little labour at first as you possibly can; your own family may do much. Remember no person is despised for working, or having several occupations for filling up his spare time; and every one of a family can do something.

All description of seed can be procured from the nearest town, with good directions for its proper time of sowing in each district of country; and generally there is some person in charge of each estate from which a purchase is made, who will honestly give you every assistance. At Barry County, Missouri, there

is a regular farm with stock, and every description of appliance in general use, so that the settler need not go far to get information from actual experience, and he can see and judge for himself as to agricultural matters. Mr Johnstone at Exeter Station, Barry County, St Louis, and San Francisco Railway, will be happy to give any settler information.

I found very little difference between the Americans and ordinary Englishmen from the midland counties. They are better behaved, quieter, and more gentlemanly than most Englishmen. The ordinary American appeared to me to have a marked civility and quietness about him that was very nice. The great mass of the people appear to be workmen's sons, who, of course, do not throw off the bearing of their fathers, and act in a decided and manly way, going smartly about their employment, whether working at the bench, plough, or other occupation. Commercial men went about their work steadily and civilly. A cheque I had to cash in New York was at once met, but I had to see the manager, a very young man of about twenty-five years. He was giving advice quickly to a man wanting a cheque cashed—

that is, he was swearing at him, and that in a bank in Broadway; so I made up my mind to have no cheques to cash in banks. Another man in Cincinnati kicked my bag when it fell upon his foot. It was a very small affair, holding a few papers only. When I explained to him that I regarded my bag and luggage much, he was most polite to me, and when at Gibson House did me some little services most kindly,—nervous irritability this is called.

Young America has always been to me very civil. They have always been ready to give me information correctly, and without hesitation. I have been asked many times did I not find them rude, but my answer is, Never; and when the ordinary rules of good behaviour are followed and the usual forms of the country observed by visitors, I feel confident that nothing but civility will be returned.

The cost of living in America may be regulated very easily, as there are no "tips" expected. I paid my bill, and this, I believe, included everything.

In railway travelling give your luggage into the depot for this department, showing your ticket at the same time, and receiving your

luggage-checks. Have a small hand-bag with a few books or suchlike, but carry it yourself, as the railway-porters do nothing of this sort; and you must not expect it—it is not the custom of the country; and you cannot alter the customs of the “land of liberty.”

Food becomes an important matter in warm weather, and during my visit the heat was greater than anything ever known. I had excellent health nevertheless, and have been asked to give my general diet. This may be stated in few words—“fish and vegetables.” I used lemons largely. They were very cheap, and refreshing beyond words; none but those who have been in a hot climate can understand this. Lemons, water, ice, and sugar certainly refresh the frame of man more than words can express. There is a saying in Florida that if you eat lemons you live to 120 years; and certainly many Southerners do live to most extraordinary ages, but whether from eating lemons or not I cannot say.

No newspapers are provided at hotels. Purchase them for yourself; the charge is very small. You can get them in the lobby of most hotels, or from newsboys, who abound all round

the doors. The clerk of the hotel will give you any information civilly and briefly, from disposing of your railway ticket to directing you to a place of worship. Do not ask the porters, boots, or waiters, but leave all messages in writing with the clerk.

And now, to be brief, I have to thank the Americans for their many kindnesses upon all occasions to me, and will never forget their uniform civility and obliging manner during my short stay amongst them. I only hope that another opportunity may be given me to repeat the pleasure received from this trip to the United States of America.

The following tables show the amount of lands surveyed in America and available for emigrants, also the rates of mortality, so that they may thus select a healthy locality :—

UNITED STATES PUBLIC LANDS—WHERE THEY LIE.

STATEMENT SHOWING THE NUMBER OF ACRES OF PUBLIC LANDS
SURVEYED IN THE LAND STATES AND TERRITORIES UP TO
JUNE 30, 1880.

*From the Annual Report of the Commissioner of the General
Land Office for 1880.*

	LAND STATES AND TERRI- TORIES.	Area of Public Lands in States and Territories.		Number of Acres of Public Lands Surveyed.	
		In Acres.	In Square Miles.	Up to June 30, 1879.	Total up to June 30, 1880.
1	Alabama, .	32,462,115	50,722	32,462,115	32,462,115
2	Alaska, .	369,529,600	577,390	...	...
3	Arizona, .	72,906,240	113,916	5,499,353	5,807,874
4	Arkansas, .	33,410,063	52,202	33,410,063	33,410,063
5	California, .	100,992,640	157,801	47,979,543	52,349,048
6	Colorado, .	66,880,000	104,500	23,354,523	26,222,321
7	Dakota, .	96,596,480	150,932	22,626,770	25,174,377
8	Florida, .	37,931,520	59,268	30,151,946	30,175,027
9	Idaho, .	55,228,160	86,294	6,933,429	7,488,792
10	Illinois, .	35,465,093	55,414	35,465,093	35,465,093
11	Indiana, .	21,637,760	33,809	21,637,760	21,637,760
12	Indian Terri- tory, .	44,154,240	68,991	27,003,990	27,003,990
13	Iowa, .	35,228,800	55,045	35,228,800	35,228,800
14	Kansas, .	51,770,240	80,891	51,770,240	51,770,240
15	Louisiana, .	26,461,440	41,346	25,232,044	25,312,548
16	Michigan, .	36,128,640	56,541	36,128,640	36,128,640
17	Minnesota, .	53,459,840	83,531	39,536,940	39,949,417
18	Mississippi, .	30,179,840	47,156	30,179,840	30,179,840
19	Missouri, .	41,836,931	65,370	41,836,931	41,836,931
20	Montana, .	92,016,640	143,776	11,062,551	11,364,964
21	Nebraska, .	48,636,800	75,995	40,715,571	41,584,593
22	Nevada, .	71,737,600	112,090	12,372,308	13,301,002
23	N. Mexico, .	77,568,640	121,201	8,843,890	10,543,650
24	Ohio, .	25,576,960	39,964	25,576,960	25,576,960
25	Oregon, .	60,975,360	95,274	21,913,612	23,067,020
26	Utah, .	54,064,640	84,476	9,341,375	9,781,960
27	Washington, .	44,796,160	69,994	14,736,403	15,959,175
28	Wisconsin, .	34,511,360	53,924	34,511,360	34,511,360
29	Wyoming, .	62,645,120	97,883	9,079,186	9,263,635
	Total, .	1,814,788,922	2,835,606	734,591,236	752,557,195

RATE OF MORTALITY IN AMERICAN CITIES.

NUMBER OF DEATHS PER ANNUM OUT OF 1000 INHABITANTS.

Compiled from the Sanitarian, New York, and the Bulletin of the National Board of Health, Washington.

	CITIES.	Population.		1875.	1877.	1879.
		1880.	1870.			
1	Atlanta, Ga., . . .	34,398	21,789	...	...	17.20
2	Baltimore, . . .	332,190	267,354	21.23	21.25	19.34
3	Boston, . . .	362,535	250,526	25.00	20.43	19.80
4	Brooklyn, . . .	566,689	396,099	25.91	21.61	20.40
5	Charleston, S. C., .	49,999	48,956	34.60	24.34	28.40
6	Chattanooga, Tenn., .	12,892	6,093	...	...	24.90
7	Chicago, . . .	503,053	298,977	20.29	18.24	17.20
8	Cincinnati, . . .	255,809	216,239	20.39	17.81	18.89
9	Cleveland, Ohio, . .	155,946	92,829	...	...	17.50
10	Dayton, Ohio, . . .	38,751	30,473	14.22	12.29	13.80
11	Elmira, N. Y., . . .	21,498	15,863	17.01	14.53	...
12	Erie, Pa., . . .	27,730	19,646	18.74	13.71	...
13	Jacksonville, Fla., .	...	6,912	...	...	18.10
14	Knoxville, Tenn., . .	...	8,008	14.25	14.72	...
15	Louisville, Ky., . .	123,645	100,753	...	...	13.90
16	Lowell, Mass., . . .	59,485	40,928	...	...	19.60
17	Memphis, Tenn., . .	33,593	40,226	29.79	26.06	...
18	Mobile, Ala., . . .	31,205	32,034	22.00	24.14	21.00
19	Milwaukee, Wis., . .	115,578	71,440	14.64	16.84	15.85
20	Nashville, Tenn., . .	43,377	25,865	43.17	29.57	25.00
21	Newark, N. J., . . .	136,400	105,059	20.29	23.17	22.40
22	New Haven, Conn., .	62,882	50,840	20.79	19.66	15.40
23	New Orleans, . . .	216,240	191,418	27.80	34.83	21.60
24	New York, . . .	1,206,590	942,292	29.79	24.36	25.82
25	Paterson, N. J., . .	50,887	33,579	30.94	24.28	24.85
26	Petersburg, Va., . .	21,668	18,950	31.06	24.46	...
27	Philadelphia, . . .	846,980	674,022	24.35	19.02	17.20
28	Pittsburgh, Pa., . .	153,883	86,076	21.69	23.87	19.40
29	Providence, R. I., .	104,852	68,904	18.94	18.81	19.60
30	Reading, Pa., . . .	43,230	33,930	19.55	22.50	...
31	Richmond, Va., . . .	64,670	51,038	24.97	21.93	20.10
32	Rochester, N. Y., . .	87,057	62,386	24.39	18.41	16.90
33	Salt Lake City, Utah, .	20,768	12,854	...	...	24.60
34	San Francisco, . . .	233,956	149,473	19.28	19.86	14.40
35	Savannah, Ga., . . .	30,681	28,235	...	...	29.80
36	Selma, Ala., . . .	...	6,484	22.53	19.62	28.99
37	St Louis, . . .	350,522	310,864	23.88	17.24	18.19
38	Syracuse, N. Y., . .	51,791	43,051	...	13.20	13.09
39	Toledo, Ohio, . . .	50,143	31,584	24.90	13.54	...
40	Washington, D. C., .	147,307	109,199	29.03	24.39	25.20
41	Wheeling, W. Va., . .	31,671	19,280	18.06	16.78	18.90
42	Yonkers, N. Y., . . .	18,892	12,733	19.29	17.81	...

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